EAU FEBRUARY 2016

PROJECT ID: 1190-05-75

WITH:

COUNTY: CHIPPEWA

ORDER OF SHEETS

Section No.	1	Title
Section No.	2	Typical Sections and Details
Section No.	3	Estimate of Quantities
Section No.	3	Miscellaneous Quantities
~~Section No.~~	~~4~~	~~Right of Way Plat~~
Section No.	5	Plan and Profile
Section No.	6	Standard Detail Drawings
Section No.	7	Sign Plates
Section No.	8	Structure Plans
~~Section No.~~	~~9~~	~~Computer Earthwork Data~~
~~Section No.~~	~~9~~	~~Cross Sections~~

TOTAL SHEETS = 164

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1190-05-75	———	—

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

CHIPPEWA FALLS - NEW AUBURN

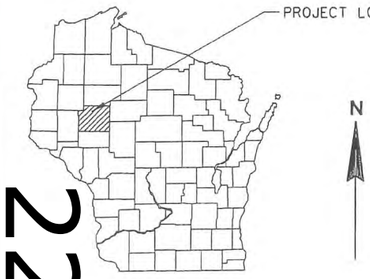
C.T.H. B - S.T.H. 64 (NORTH & SOUTH BND)

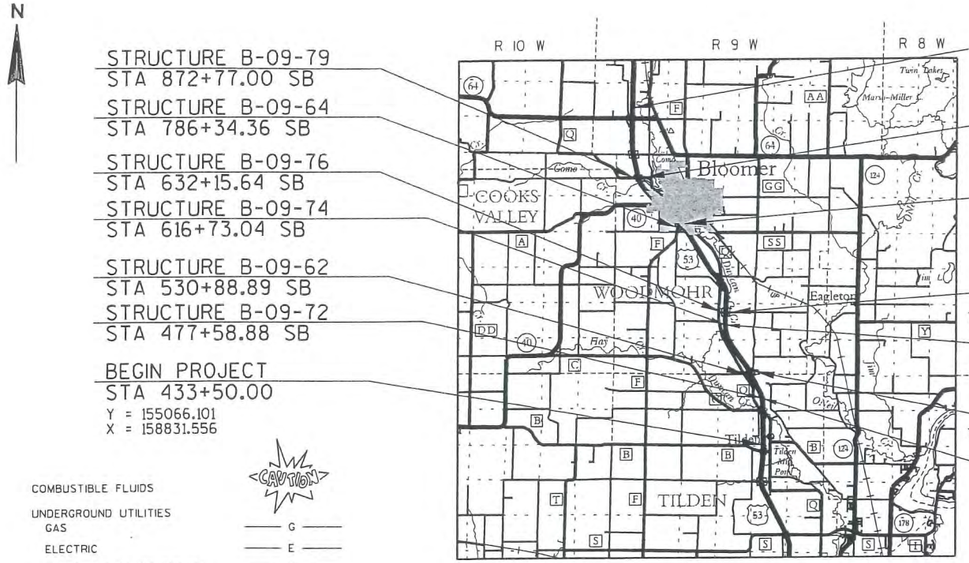
U.S.H. 53

CHIPPEWA COUNTY

STATE PROJECT NUMBER

1190-05-75





STRUCTURE B-09-79
STA 872+77.00 SB

STRUCTURE B-09-64
STA 786+34.36 SB

STRUCTURE B-09-76
STA 632+15.64 SB

STRUCTURE B-09-74
STA 616+73.04 SB

STRUCTURE B-09-62
STA 530+88.89 SB

STRUCTURE B-09-72
STA 477+58.88 SB

BEGIN PROJECT
STA 433+50.00
Y = 155066.101
X = 158831.556

END PROJECT
STA 1013+50.00

STRUCTURE B-09-80
STA 872+48.13 NB

STRUCTURE B-09-65
STA 786+50.28 NB

STRUCTURE B-09-77
STA 632+19.22 NB

STRUCTURE B-09-75
STA 616+73.12 NB

STRUCTURE B-09-61
STA 530+88.89 NB

STRUCTURE B-09-73
STA 477+41.95 NB

DESIGN DESIGNATION

A.D.T.	(2011)	=	12,900
A.D.T.	(2037)	=	17,200
D.H.V.		=	1,767
D.D.		=	63-37
T.		=	11.6%
DESIGN SPEED		=	70 MPH
ESALS		=	6,473,000

CONVENTIONAL SYMBOLS

COUNTY LINE		COMBUSTIBLE FLUIDS	CAUTION
CORPORATE LIMITS		UNDERGROUND UTILITIES	
PROPERTY LINE	P.L. + SB.L	GAS	G
LOT LINE		ELECTRIC	E
LIMITED EASEMENT		TELEPHONE OR TELEGRAPH	T
EARTHWORK BALANCE POINT		TV/CABLE	TV
EXISTING RIGHT OF WAY		SERVICE PEDESTAL	
PROPOSED OR NEW R/W LINE		POWER POLE	
SURVEY LINE		TELEPHONE POLE	
SLOPE INTERCEPT		RAILROAD	
ORIGINAL GROUND		SANITARY SEWER	SAN
MARSH OR ROCK PROFILE (To be noted as such)	ROCK	STORM SEWER	SS
		WATER	W
MARSH AREA		EXISTING CULVERT	
		PROPOSED CULVERT (Box or Pipe)	
WOODED OR SHRUB AREA		CULVERT (Profile View)	

LAYOUT
SCALE 0 2 MI.

TOTAL NET LENGTH OF CENTERLINE = 10.947 MI.

Coordinates on this plan are referenced to the Wisconsin County Coordinate System (WCCS), Chippewa County.

ORIGINAL PLANS PREPARED BY:

SEH

WISCONSIN
JARROD S. STARREN
38465
EAU CLAIRE, WI
PROFESSIONAL ENGINEER

7-31-15

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	SEH
Designer	SEH
Project Manager	TARA WEISS
District Examiner	CHRISTINE KOSKI
District Supervisor	TIM MASON
C.O. Examiner	

APPROVED FOR DISTRICT OFFICE

DATE: 7/31/15 (Signature)

E

STANDARD ABBREVIATIONS

ABUT	ABUTMENT
AC	ACRE
AGG	AGGREGATE
AECP	APRON ENDWALL FOR CULVERT PIPE
AECPCS	APRON ENDWALL FOR CULVERT PIPE CORRUGATED STEEL
AECPRC	APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE
ASPH	ASPHALTIC
AVG	AVERAGE
ADT	AVERAGE DAILY TRAFFIC
BF	BACK FACE
BM	BENCH MARK
BR	BRIDGE
CE	COMMERCIAL ENTRANCE
CL OR C/L OR ℄	CENTER LINE
Δ	CENTRAL ANGLE OR DELTA
CONC	CONCRETE
CP	CULVERT PIPE
CPRC	CULVERT PIPE REINFORCED CONCRETE
CPRCHE	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL
CR	CREEK
CRCP	CONTINUOUS REINFORCED CONCRETE PAVEMENT
CPCS	CULVERT PIPE CORRUGATED STEEL
CY	CUBIC YARD
C & G	CURB AND GUTTER
D	DEGREE OF CURVE
DHV	DESIGN HOUR VOLUME
DISCH	DISCHARGE
DG	DITCH GRADE
DWY	DRIVEWAY
X	EAST GRID COORDINATE
EAT	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
EOR	END POINT OF RADIUS
EL	ELEVATION
ENT	ENTRANCE
ESALS	EQUIVALENT SINGLE AXLE LOADS
EXC	EXCAVATION
EBS	EXCAVATION BELOW SUBGRADE
EXIST	EXISTING
FC	FACE OF CURB
FF	FACE TO FACE
FERT	FERTILIZE
FE	FIELD ENTRANCE
FL	FLOW LINE
FO	FIBER OPTIC
CWT	HUNDREDWEIGHT
HYD	HYDRANT
ID	INSIDE DIAMETER
INV	INVERT
IP	IRON PIPE ON PIN
LHF	LEFT-HAND FORWARD
L	LENGTH OF CURVE
LF	LINEAR FOOT
LC	LONG CHORD OF CURVE
LS	LUMP SUM
MH	MANHOLE
MOR	MID POINT OF RADIUS
NC	NORMAL CROWN
NO	NUMBER
OBLIT	OBLITERATE
PAVT	PAVEMENT
PE	PRIVATE ENTRANCE
PVRC	POINT OF VERTICAL REVERSE CURVE
QOR	QUARTER POINT OF RADIUS
R	RADIUS
REQ'D	REQUIRED
RES	RESIDENCE OR RESIDENTIAL
RHF	RIGHT-HAND FORWARD
R/W	RIGHT-OF-WAY
R	RIVER
RDWY	ROADWAY
R/L OR ℄	REFERENCE LINE
SALV	SALVAGED
SAN	SANITARY SEWER
SHLDR	SHOULDER
SF	SQUARE FEET
SY	SQUARE YARD
SDD	STANDARD DETAIL DRAWINGS
STA	STATION
SS	STORM SEWER
SSPRC	STORM SEWER PIPE REINFORCED CONCRETE
SE	SUPERELEVATION RATE
TC	TOP OF CURB
T OR TN	TOWN
T	TRUCKS (PERCENT OF)
TYP	TYPICAL
VAR	VARIABLE
VC	VERTICAL CURVE
Y	NORTH GRID COORDINATE
YD	YARD

GENERAL NOTES

ELEVATIONS SHOWN ON THE PLAN ARE REFERENCED TO THE APPROXIMATE USGS DATUM.

WHEN THE QUANTITY OF BASE AGGREGATE IS MEASURED FOR PAYMENT BY THE TON, THE DEPTH OR THICKNESS OF THE LAYER SHOWN ON THE PLANS IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER.

THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS IS APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.

NO TREES OR SHRUBS ARE TO BE REMOVED WITHOUT THE APPROVAL OF THE ENGINEER.

CURVE DATA IS BASED ON THE ARC DEFINITION.

THE EXACT LOCATION OF THE EROSION CONTROL DEVICES SHALL BE DETERMINED IN THE FIELD.

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, ARE TO BE 4-INCH TOPSOILED, FERTILIZED AND SEEDED. FINISHED SEEDED SURFACE SHALL BE 1-INCH BELOW THE TOP OF ADJACENT CONCRETE.

BEARINGS SHOWN ON THE PLANS ARE GROUND BEARINGS TO THE NEAREST SECOND.

ALL CURB AND GUTTER RADII, PAVEMENT DIMENSIONS AND STATIONS ARE SHOWN TO THE EDGE OF PAVEMENT UNLESS NOTED OTHERWISE.

12.5 MM SMA AND HMA MIX SHALL BE USED FOR ALL LAYERS ON THIS PROJECT.

ASPHALTIC PAVEMENT ON USH 53, SHALL BE CONSTRUCTED IN TWO LAYERS. STH 40 AND STH 64 MAY BE CONSTRUCTED IN ONE LAYER.

ALL PIPE LENGTHS TO BE VERIFIED PRIOR TO ORDERING.

CONTRACTOR TO VERIFY BEFORE AND AFTER PAVING THAT A 16.0' MINIMUM VERTICAL CLEARANCE IS MAINTAINED ON USH 53 AT ALL STRUCTURES.

UTILITY CONTACTS

BLOOMER TELEPHONE COMPANY
1120 15TH AVENUE
BLOOMER, WI 54724-1697
TELEPHONE: 715.568.4830 (OFFICE)
TELEPHONE: 715.933.4460 (CELL)
ATTENTION: JOSH LIEN
EMAIL:JOSH.LIEN@BLOOMER.NET

CHIPPEWA VALLEY ELECTRIC COOP
317 SOUTH 8TH STREET
PO BOX 575
CORNELL, WI 54732
TELEPHONE: 715.239.6800
ATTENTION: ROD PATTEN

CHIPPEWA VALLEY INTERNETWORKING CONSORTIUM (CINC)
105 GARFIELD AVENUE
EAU CLAIRE, WI 54701
TELEPHONE: 715.836.5286
ATTENTION: DAREN BAUER
EMAIL: BAUERDP@UWEC.EDU

CITY OF BLOOMER WATER AND SEWER
1503 MAIN STREET
BLOOMER, WI 54724
TELEPHONE: 715.568.2424 X20
ATTENTION: MIKE MEINDEL
EMAIL: MMEINDEL@CI.BLOOMER.WI.US

PACKERLAND BROADBAND/CCI SYSTEMS
105 KENT STREET
IRON MOUNTAIN, MI 49801
TELEPHONE: 906.774.6621
ATTENTION: WAYNE CRETTON
EMAIL:WAYNE.CRETTON@PACKERLANDBROADBAND.COM

XCEL ENERGY - DISTRIBUTION
1400 WESTERN AVENUE
EAU CLAIRE, WI 54702
TELEPHONE: 715.737.4040
ATTENTION: CATHERINE VANGORDEN
EMAIL: CATHERINE.VANGORDEN-DUEX@XCELENERGY.COM

CENTURYLINK
5604 MAIN STREET
PO BOX 13
SHELDON, WI 54766
TELEPHONE: 715.452.5168
ATTENTION: JIM ARQUETTE
EMAIL: JIM.ARQUETTE@CENTURYLINK.COM

CHARTER COMMUNICATIONS
2016 18¾ STREET
RICE LAKE, WI 54868
TELEPHONE: 715.719.0564
ATTENTION: TOM HAASE
EMAIL: TOM.HAASE@CHARTERCOM.COM

CITY OF BLOOMER ELECTRIC
1503 MAIN STREET
BLOOMER, WI 54724
TELEPHONE: 715.568.4444
ATTENTION: PETE PAULSON
EMAIL: PPAULSON@CI.BLOOMER.WI.US

NORTHERN NATURAL GAS
6579 420TH ST
HARRIS, MN 55032
TELEPHONE: 651.674.4488
ATTENTION: MARK PETERSON
EMAIL: MARK.PETERSON@NNGCO.COM

WE ENERGIES
104 W SOUTH STREET
RICE LAKE, WI 54868
TELEPHONE: 715.234.9605
ATTENTION: LEWIS KNAPP
EMAIL:LEWIS.KNAPP@WE-ENERGIES.COM

XCEL ENERGY - TRANSMISSION
1414 WEST HAMILTON AVE
PO BOX 8
EAU CLAIRE, WI 54702
TELEPHONE: 715.737.1306
ATTENTION: PAM TAYLOR
EMAIL: PAMELA.L.TAYLOR@XCELENERGY.COM

DIGGERS HOTLINE
Dial 811 or (800)242-8511
www.DiggersHotline.com

DESIGN CONTACT

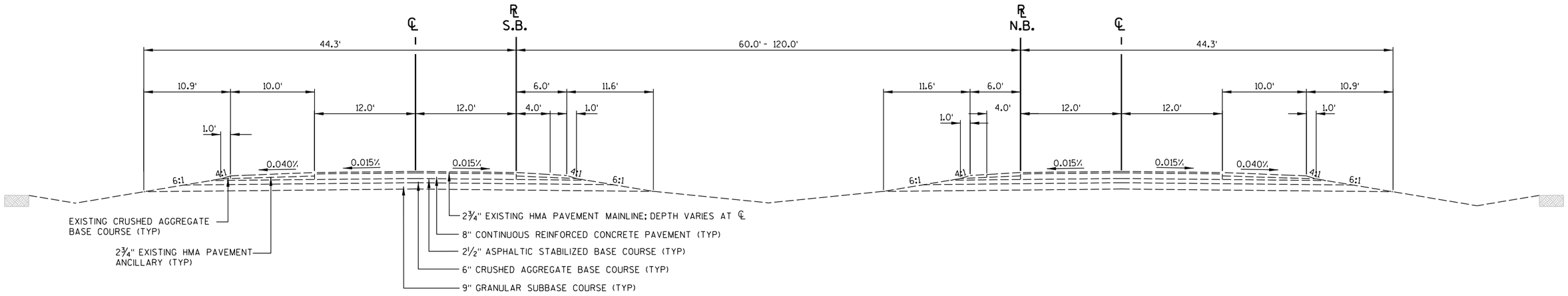
SEH INC.
421 FRENETTE DRIVE
CHIPPEWA FALLS, WI 54729
TELEPHONE: 715.720.6200
ATTENTION: GREG WEYANDT

STATE PATROL

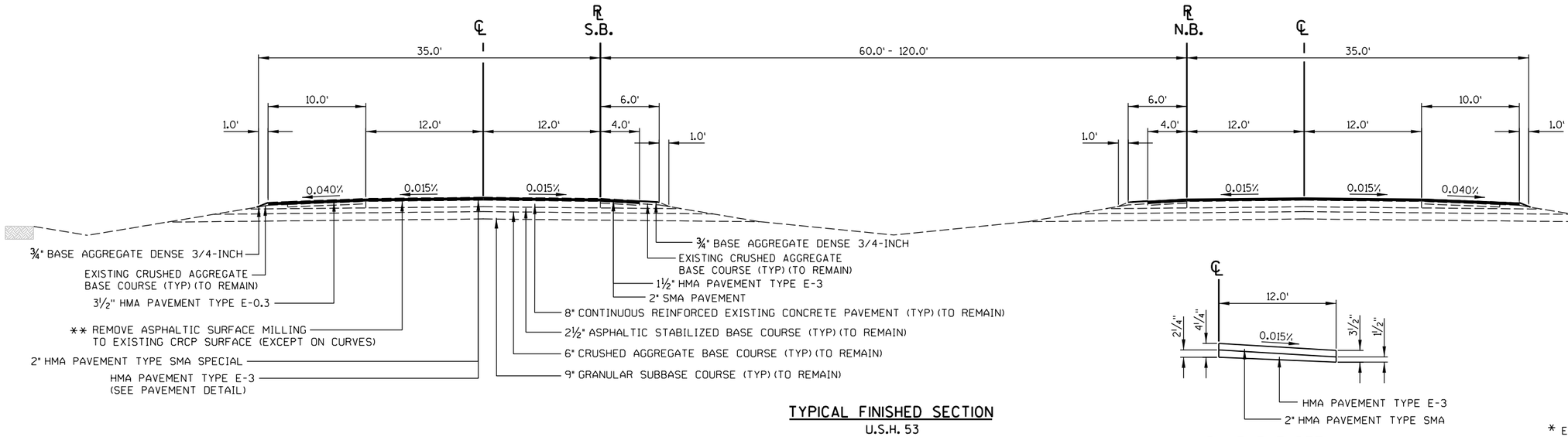
NORTHWEST REGION
EAU CLAIRE POST
5005 USH 53 SOUTH
EAU CLAIRE, WI 54701
TELEPHONE: 715.839.3800
ATTENTION: SGT. STEPHEN TAPE

W.D.N.R. CONTACT

DNR, WCR HEADQUARTERS
P.O. BOX 4001
1400 WEST CLAIREMONT AVENUE
EAU CLAIRE, WI 54701
TELEPHONE: 715.839.1609
ATTENTION: CHRIS WILLGER



TYPICAL EXISTING SECTION
U.S.H. 53
STA 433+50.00 TO STA 1013+50.00



TYPICAL FINISHED SECTION
U.S.H. 53
STA 433+50.00 TO STA 1013+50.00

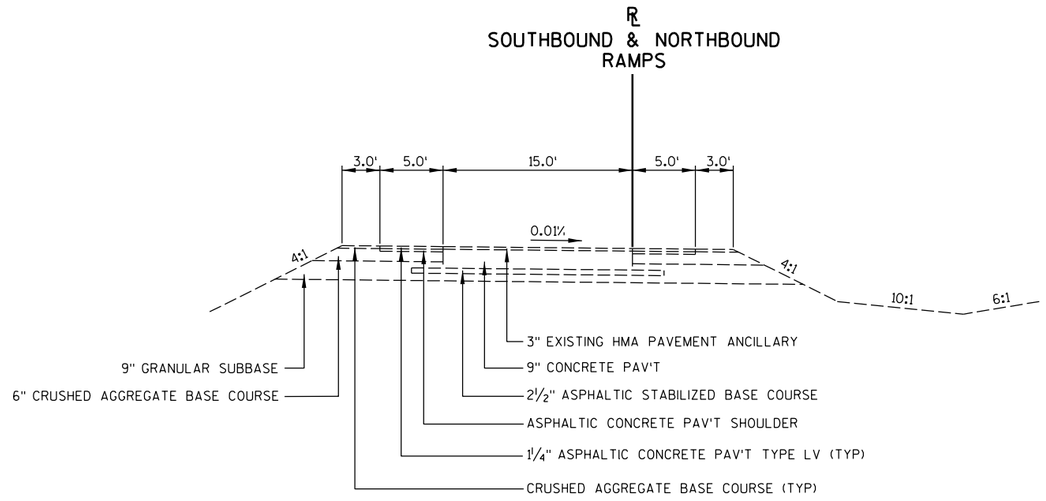
PAVEMENT DETAIL

* EXISTING ASPHALTIC CONCRETE PAVEMENT SLOPE IS 0.015⁄, EXISTING REINFORCED CONCRETE PAVEMENT SLOPE IS 0.010⁄.

** MILL IN SLOPES ON TRANSITIONS AND SUPERS WITHIN THE EXISTING ASPHALTIC SURFACE.

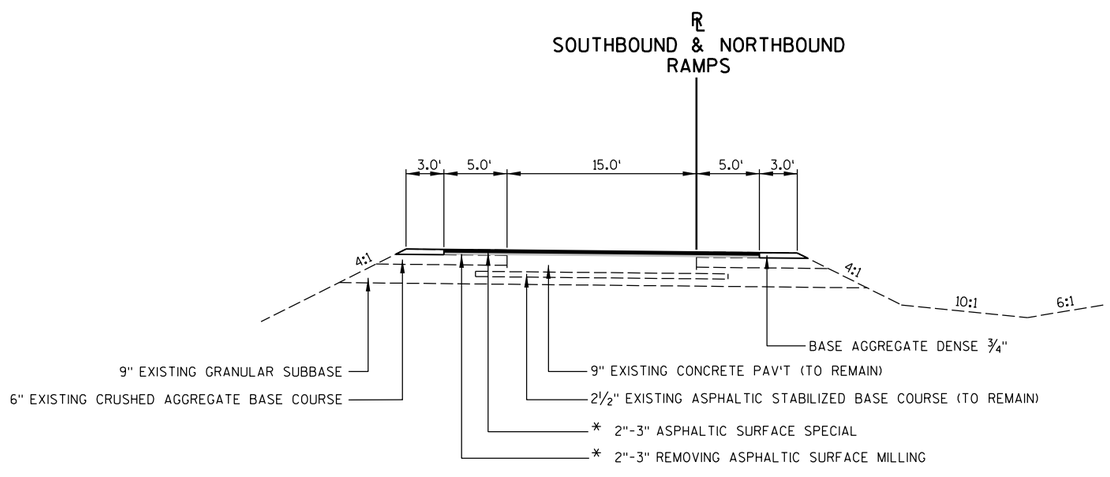
PROJECT NO: 1190-05-75	HWY: U.S.H. 53	COUNTY: CHIPPEWA	TYPICAL SECTION	SHEET 3	E

2



TYPICAL EXISTING SECTION

RAMPS "A", "B", "C" AND "D"



TYPICAL FINISHED SECTION

STH 40 RAMPS: "A","B","C" AND "D"
STH 64 RAMPS: "B" AND "C"

* 2" ASPHALTIC SURFACE SPECIAL
* 2" REMOVING ASPHALTIC SURFACE MILLING

STH 64 RAMPS: "A" AND "D"

* 3" ASPHALTIC SURFACE SPECIAL
* 3" REMOVING ASPHALTIC SURFACE MILLING

PROJECT NO: 1190-05-75	HWY: U.S.H. 53	COUNTY: CHIPPEWA	TYPICAL SECTION - RAMPS STH 40 & STH 64	SHEET 4	E

SUPERELEVATION TABLE - U.S.H. 53 NORTHBOUND

STATION	TYPE	LEFT	RIGHT	SHLDR LEFT	SHLDR RIGHT
480+55.11	Sh_End NC	-0.015	-0.015	-0.040	-0.040
481+30.11	End NC	-0.015	-0.015	-0.040	-0.015
481+75.11	Zero Super	-0.015	0.000	-0.040	0.000
482+20.11	Rev. Crown	-0.015	0.015	-0.040	0.015
482+95.11	Sh. Trans.	-0.040	0.040	-0.040	0.040
483+12.51	Begin FS	-0.046	0.046	-0.046	0.046
500+35.16	End FS	-0.046	0.046	-0.046	0.046
500+52.56	Sh. Trans.	-0.040	0.040	-0.040	0.040
501+27.56	Rev. Crown	-0.015	0.015	-0.040	0.015
501+72.56	Zero Super	-0.015	0.000	-0.040	0.000
502+17.56	Begin NC	-0.015	-0.015	-0.040	-0.015
502+92.56	Sh_Begin NC	-0.015	-0.015	-0.040	-0.040
535+76.93	Sh_End NC	-0.015	-0.015	-0.040	-0.040
536+51.93	End NC	-0.015	-0.015	-0.040	-0.015
536+96.93	Zero Super	-0.015	0.000	-0.040	0.000
537+41.93	Rev. Crown	-0.015	0.015	-0.040	0.015
537+57.59	Begin FS	-0.020	0.020	-0.040	0.020
548+57.66	End FS	-0.020	0.020	-0.040	0.020
548+73.32	Rev. Crown	-0.015	0.015	-0.040	0.015
549+18.32	Zero Super	-0.015	0.000	-0.040	0.000
549+63.32	Begin NC	-0.015	-0.015	-0.040	-0.015
550+38.32	Sh_Begin NC	-0.015	-0.015	-0.040	-0.040
583+16.90	Sh_End NC	-0.015	-0.015	-0.040	-0.040
583+91.90	End NC	-0.015	-0.015	-0.015	-0.040
584+36.91	Zero Super	0.000	-0.015	0.000	-0.040
584+81.91	Rev. Crown	0.015	-0.015	0.015	-0.040
585+56.92	Sh. Trans.	0.040	-0.040	0.040	-0.040
585+58.74	Begin FS	0.041	-0.041	0.041	-0.041
613+29.32	End FS	0.041	-0.041	0.041	-0.041
613+31.15	Sh. Trans.	0.040	-0.040	0.040	-0.040
614+06.16	Rev. Crown	0.015	-0.015	0.015	-0.040
614+51.16	Zero Super	0.000	-0.015	0.000	-0.040
614+96.16	Begin NC	-0.015	-0.015	-0.015	-0.040
615+71.17	Sh_Begin NC	-0.015	-0.015	-0.040	-0.040
653+81.77	Sh_End NC	-0.015	-0.015	-0.040	-0.040
654+56.77	End NC	-0.015	-0.015	-0.040	-0.015
655+01.77	Zero Super	-0.015	0.000	-0.040	0.000
655+46.77	Rev. Crown	-0.015	0.015	-0.040	0.015
656+21.77	Sh. Trans.	-0.040	0.040	-0.040	0.040
656+64.82	Begin FS	-0.054	0.054	-0.054	0.054
678+65.08	End FS	-0.054	0.054	-0.054	0.054
679+08.13	Sh. Trans.	-0.040	0.040	-0.040	0.040
679+83.13	Rev. Crown	-0.015	0.015	-0.040	0.015
680+28.13	Zero Super	-0.015	0.000	-0.040	0.000
680+73.13	Begin NC	-0.015	-0.015	-0.040	-0.015
681+48.13	Sh_Begin NC	-0.015	-0.015	-0.040	-0.040
686+36.49	Sh_End NC	-0.015	-0.015	-0.040	-0.040
687+11.50	End NC	-0.015	-0.015	-0.015	-0.040
687+56.50	Zero Super	0.000	-0.015	0.000	-0.040
688+01.50	Rev. Crown	0.015	-0.015	0.015	-0.040
688+17.31	Begin FS	0.020	-0.020	0.020	-0.040
715+26.64	End FS	0.020	-0.020	0.020	-0.040
715+42.45	Rev. Crown	0.015	-0.015	0.015	-0.040
715+87.45	Zero Super	0.000	-0.015	0.000	-0.040
716+32.45	Begin NC	-0.015	-0.015	-0.015	-0.040
717+07.45	Sh_Begin NC	-0.015	-0.015	-0.040	-0.040
758+37.75	Sh_End NC	-0.015	-0.015	-0.040	-0.040
759+12.76	End NC	-0.015	-0.015	-0.040	-0.015
759+57.77	Zero Super	-0.015	0.000	-0.040	0.000
760+02.77	Rev. Crown	-0.015	0.015	-0.040	0.015
760+57.82	Begin FS	-0.033	0.033	-0.040	0.033
775+01.52	End FS	-0.033	0.033	-0.040	0.033
775+56.56	Rev. Crown	-0.015	0.015	-0.040	0.015
776+01.57	Zero Super	-0.015	0.000	-0.040	0.000

SUPERELEVATION TABLE - U.S.H. 53 NORTHBOUND CONTINUED

STATION	TYPE	LEFT	RIGHT	SHLDR LEFT	SHLDR RIGHT
776+46.57	Begin NC	-0.015	-0.015	-0.040	-0.015
777+21.58	Sh_Begin NC	-0.015	-0.015	-0.040	-0.040
850+21.89	Sh_End NC	-0.015	-0.015	-0.040	-0.040
850+96.90	End NC	-0.015	-0.015	-0.015	-0.040
851+41.90	Zero Super	0.000	-0.015	0.000	-0.040
851+86.91	Rev. Crown	0.015	-0.015	0.015	-0.040
852+43.15	Begin FS	0.034	-0.034	0.034	-0.040
883+55.69	End FS	0.034	-0.034	0.034	-0.040
884+11.94	Rev. Crown	0.015	-0.015	0.015	-0.040
884+56.94	Zero Super	0.000	-0.015	0.000	-0.040
885+01.95	Begin NC	-0.015	-0.015	-0.015	-0.040
885+76.95	Sh_Begin NC	-0.015	-0.015	-0.040	-0.040
914+67.00	Sh_End NC	-0.015	-0.015	-0.040	-0.040
915+42.01	End NC	-0.015	-0.015	-0.015	-0.040
915+87.02	Zero Super	0.000	-0.015	0.000	-0.040
916+32.02	Rev. Crown	0.015	-0.015	0.015	-0.040
916+88.27	Begin FS	0.034	-0.034	0.034	-0.040
929+77.48	End FS	0.034	-0.034	0.034	-0.040
930+33.73	Rev. Crown	0.015	-0.015	0.015	-0.040
930+78.73	Zero Super	0.000	-0.015	0.000	-0.040
931+23.74	Begin NC	-0.015	-0.015	-0.015	-0.040
931+98.74	Sh_Begin NC	-0.015	-0.015	-0.040	-0.040

Design Speed = 70 mph
Normal Crown SuperElevation Rate = 0.015
Shoulder Normal Crown SuperElevation Rate = 0.04

SUPERELEVATION TABLE - U.S.H. 53 SOUTHBOUND

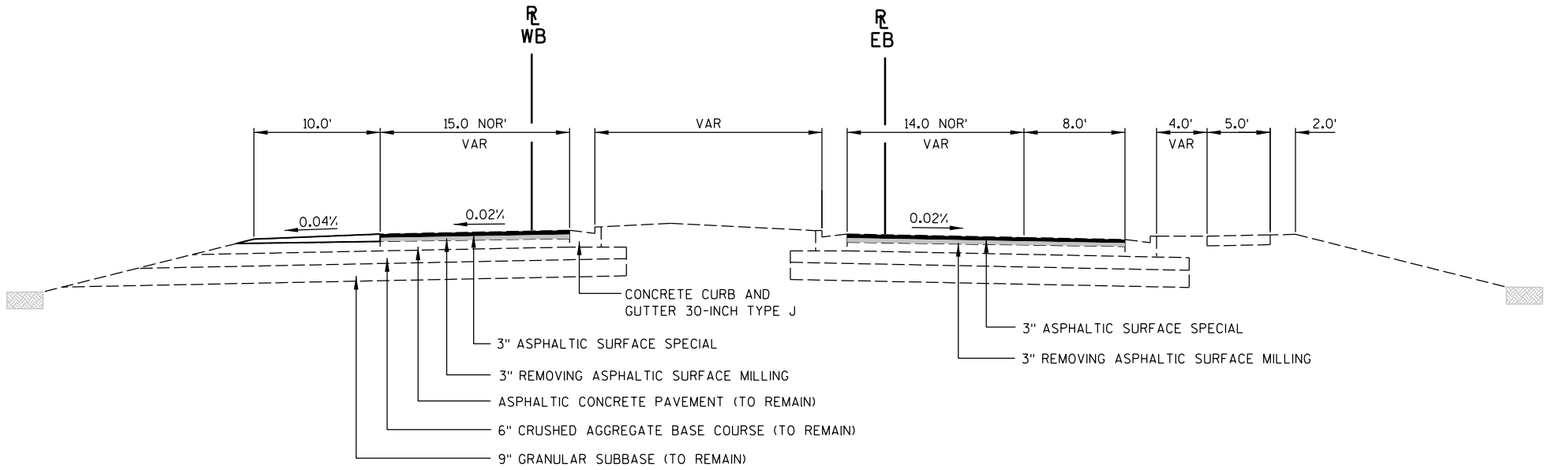
STATION	TYPE	LEFT	RIGHT	SHLDR LEFT	SHLDR RIGHT
479+53.12 (6)	Sh_End NC	-0.015	-0.015	-0.040	-0.040
480+28.12 (6)	End NC	-0.015	-0.015	-0.040	-0.015
480+73.12 (6)	Zero Super	-0.015	0.000	-0.040	0.000
481+18.12 (6)	Rev. Crown	-0.015	0.015	-0.040	0.015
481+93.12 (6)	Sh. Trans.	-0.040	0.040	-0.040	0.040
482+10.52 (6)	Begin FS	-0.046	0.046	-0.046	0.046
499+33.17 (6)	End FS	-0.046	0.046	-0.046	0.046
499+50.57 (6)	Sh. Trans.	-0.040	0.040	-0.040	0.040
500+25.57 (6)	Rev. Crown	-0.015	0.015	-0.040	0.015
501+09.30 (7)	Zero Super	-0.015	0.000	-0.040	0.000
501+54.30 (7)	Begin NC	-0.015	-0.015	-0.040	-0.015
502+29.30 (7)	Sh_Begin NC	-0.015	-0.015	-0.040	-0.040
535+76.83 (7)	Sh_End NC	-0.015	-0.015	-0.040	-0.040
536+51.83 (7)	End NC	-0.015	-0.015	-0.040	-0.015
536+96.83 (7)	Zero Super	-0.015	0.000	-0.040	0.000
537+41.83 (7)	Rev. Crown	-0.015	0.015	-0.040	0.015
537+57.64 (7)	Begin FS	-0.020	0.020	-0.040	0.020
548+47.74 (7)	End FS	-0.020	0.020	-0.040	0.020
548+63.55 (7)	Rev. Crown	-0.015	0.015	-0.040	0.015
549+18.42 (8)	Zero Super	-0.015	0.000	-0.040	0.000
549+63.42 (8)	Begin NC	-0.015	-0.015	-0.040	-0.015
550+38.42 (8)	Sh_Begin NC	-0.015	-0.015	-0.040	-0.040

SUPERELEVATION TABLE - U.S.H. 53 SOUTHBOUND CONTINUED

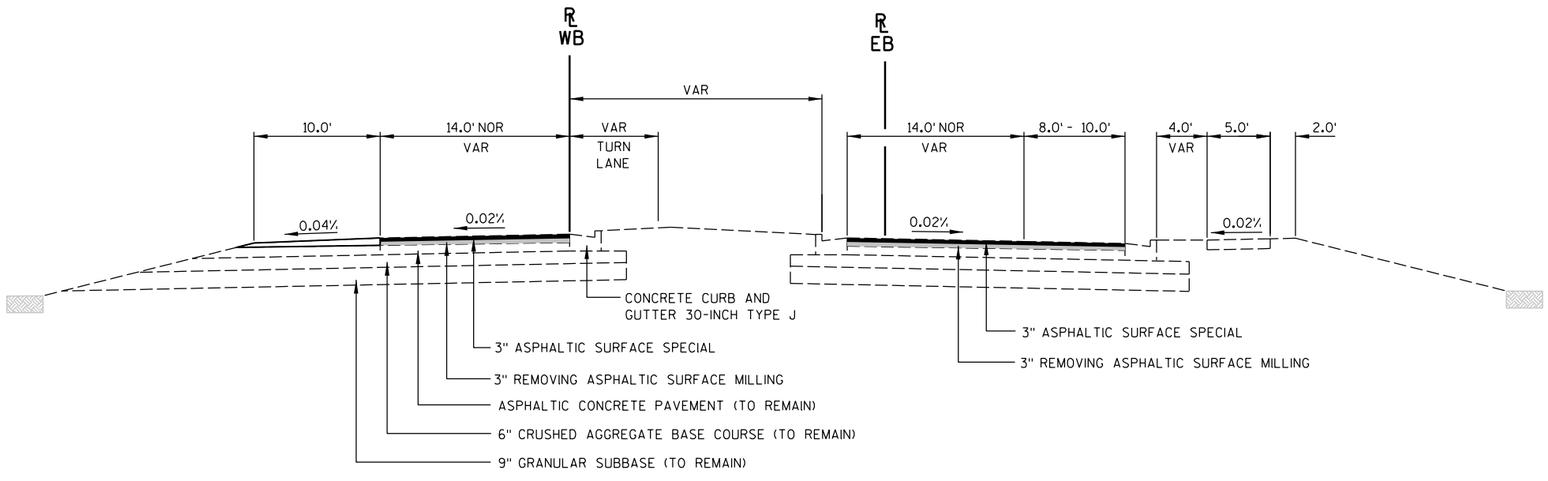
STATION	TYPE	LEFT	RIGHT	SHLDR LEFT	SHLDR RIGHT
583+18.30 (8)	Sh_End NC	-0.015	-0.015	-0.040	-0.040
583+93.31 (8)	End NC	-0.015	-0.015	-0.015	-0.040
584+38.31 (8)	Zero Super	0.000	-0.015	0.000	-0.040
584+83.31 (8)	Rev. Crown	0.015	-0.015	0.015	-0.040
585+58.05 (8)	Begin FS	0.040	-0.040	0.040	-0.040
613+93.63 (8)	End FS	0.040	-0.040	0.040	-0.040
614+04.75 (9)	Rev. Crown	0.015	-0.015	0.015	-0.040
614+49.76 (9)	Zero Super	0.000	-0.015	0.000	-0.040
614+94.76 (9)	Begin NC	-0.015	-0.015	-0.015	-0.040
615+69.77 (9)	Sh_Begin NC	-0.015	-0.015	-0.040	-0.040
653+66.18 (9)	Sh_End NC	-0.015	-0.015	-0.040	-0.040
654+41.18 (9)	End NC	-0.015	-0.015	-0.040	-0.015
654+86.18 (9)	Zero Super	-0.015	0.000	-0.040	0.000
655+31.18 (9)	Rev. Crown	-0.015	0.015	-0.040	0.015
656+06.18 (9)	Sh. Trans.	-0.040	0.040	-0.040	0.040
656+49.23 (9)	Begin FS	-0.054	0.054	-0.054	0.054
678+50.41 (9)	End FS	-0.054	0.054	-0.054	0.054
678+93.46 (9)	Sh. Trans.	-0.040	0.040	-0.040	0.040
679+68.46 (9)	Rev. Crown	-0.015	0.015	-0.040	0.015
680+13.46 (9)	Zero Super	-0.015	0.000	-0.040	0.000
680+58.46 (9)	Begin NC	-0.015	-0.015	-0.040	-0.015
681+33.46 (9)	Sh_Begin NC	-0.015	-0.015	-0.040	-0.040
691+79.71 (9)	Sh_End NC	-0.015	-0.015	-0.040	-0.040
692+54.72 (9)	End NC	-0.015	-0.015	-0.015	-0.040
692+99.73 (9)	Zero Super	0.000	-0.015	0.000	-0.040
693+44.73 (9)	Rev. Crown	0.015	-0.015	0.015	-0.040
693+78.51 (9)	Begin FS	0.026	-0.026	0.026	-0.040
711+61.67 (9)	End FS	0.026	-0.026	0.026	-0.040
711+95.44 (9)	Rev. Crown	0.015	-0.015	0.015	-0.040
712+40.45 (9)	Zero Super	0.000	-0.015	0.000	-0.040
712+85.45 (9)	Begin NC	-0.015	-0.015	-0.015	-0.040
713+60.46 (9)	Sh_Begin NC	-0.015	-0.015	-0.040	-0.040
757+36.32 (10)	Sh_End NC	-0.015	-0.015	-0.040	-0.040
758+11.33 (10)	End NC	-0.015	-0.015	-0.040	-0.015
758+56.34 (10)	Zero Super	-0.015	0.000	-0.040	0.000
759+01.34 (10)	Rev. Crown	-0.015	0.015	-0.040	0.015
759+35.12 (10)	Begin FS	-0.026	0.026	-0.040	0.026
778+96.47 (10)	End FS	-0.026	0.026	-0.040	0.026
779+59.69 (2)	Rev. Crown	-0.015	0.015	-0.040	0.015
780+04.69 (2)	Zero Super	-0.015	0.000	-0.040	0.000
780+49.70 (2)	Begin NC	-0.015	-0.015	-0.040	-0.015
781+24.71 (2)	Sh_Begin NC	-0.015	-0.015	-0.040	-0.040
850+22.68 (2)	Sh_End NC	-0.015	-0.015	-0.040	-0.040
850+97.69 (2)	End NC	-0.015	-0.015	-0.015	-0.040
851+42.69 (2)	Zero Super	0.000	-0.015	0.000	-0.040
851+87.70 (2)	Rev. Crown	0.015	-0.015	0.015	-0.040
852+42.74 (2)	Begin FS	0.033	-0.033	0.033	-0.040
884+01.11 (2)	End FS	0.033	-0.033	0.033	-0.040
884+11.14 (3)	Rev. Crown	0.015	-0.015	0.015	-0.040
884+56.14 (3)	Zero Super	0.000	-0.015	0.000	-0.040
885+01.15 (3)	Begin NC	-0.015	-0.015	-0.015	-0.040
885+76.16 (3)	Sh_Begin NC	-0.015	-0.015	-0.040	-0.040
914+67.81 (3)	Sh_End NC	-0.015	-0.015	-0.040	-0.040
915+42.82 (3)	End NC	-0.015	-0.015	-0.015	-0.040
915+87.82 (3)	Zero Super	0.000	-0.015	0.000	-0.040
916+32.83 (3)	Rev. Crown	0.015	-0.015	0.015	-0.040
916+87.87 (3)	Begin FS	0.033	-0.033	0.033	-0.040
929+97.10 (3)	End FS	0.033	-0.033	0.033	-0.040
930+32.93 (4)	Rev. Crown	0.015	-0.015	0.015	-0.040
930+77.93 (4)	Zero Super	0.000	-0.015	0.000	-0.040
931+22.94 (4)	Begin NC	-0.015	-0.015	-0.015	-0.040
931+97.94 (4)	Sh_Begin NC	-0.015	-0.015	-0.040	-0.040

Design Speed = 70 mph
Normal Crown SuperElevation Rate = 0.015
Shoulder Normal Crown SuperElevation Rate = 0.04

2

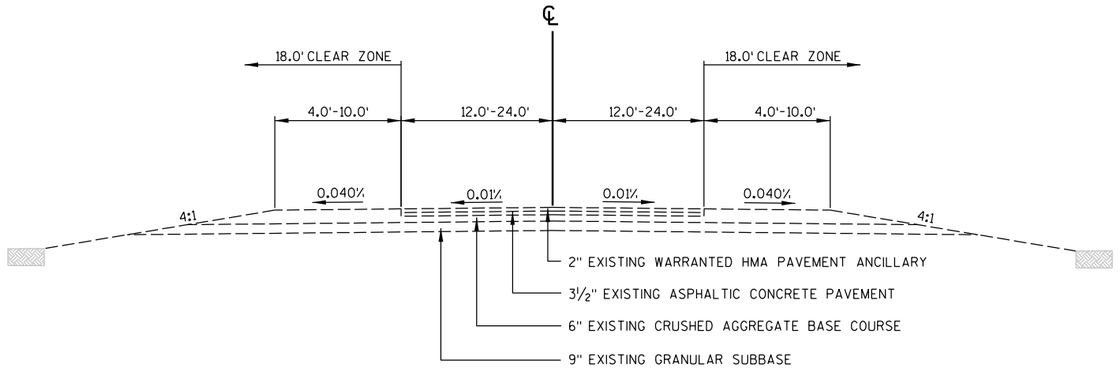


TYPICAL FINISHED SECTION
S.T.H. 40
STA 153+07.00 - STA 157+82.70



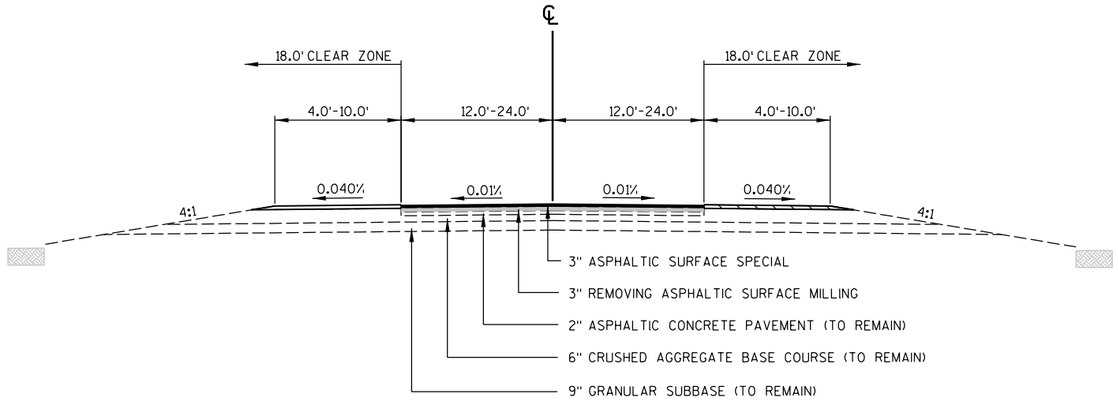
TYPICAL FINISHED SECTION
S.T.H. 40
STA 160+99.00 - STA 164+47.00

2



TYPICAL EXISTING SECTION

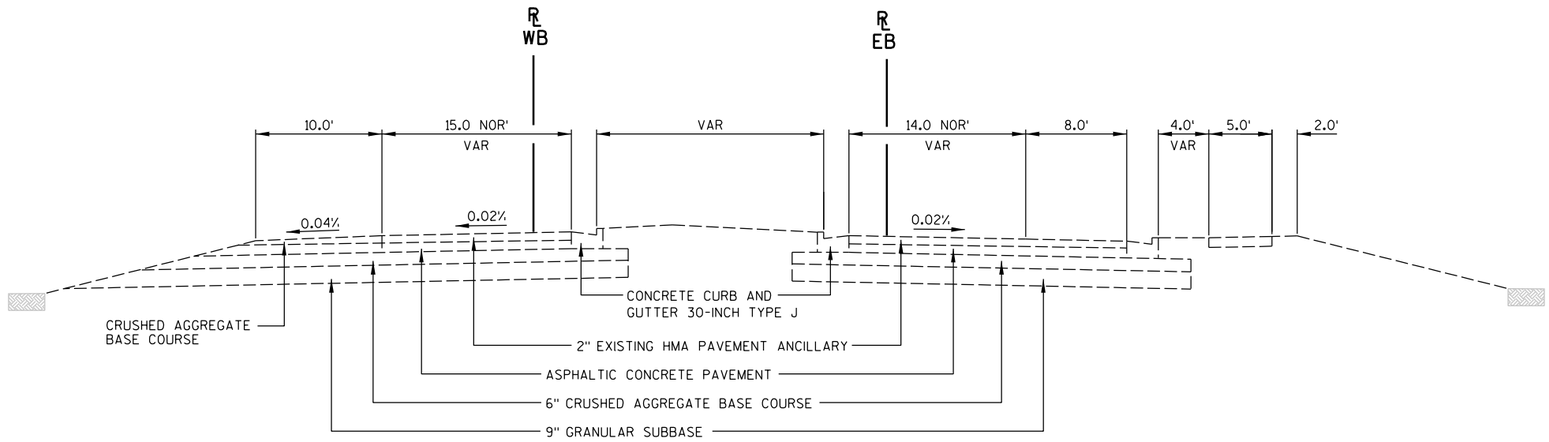
S.T.H. 64
STA 43+67.00 - STA 48+32.00
STA 50+84.00 - STA 55+52.00



TYPICAL FINISHED SECTION

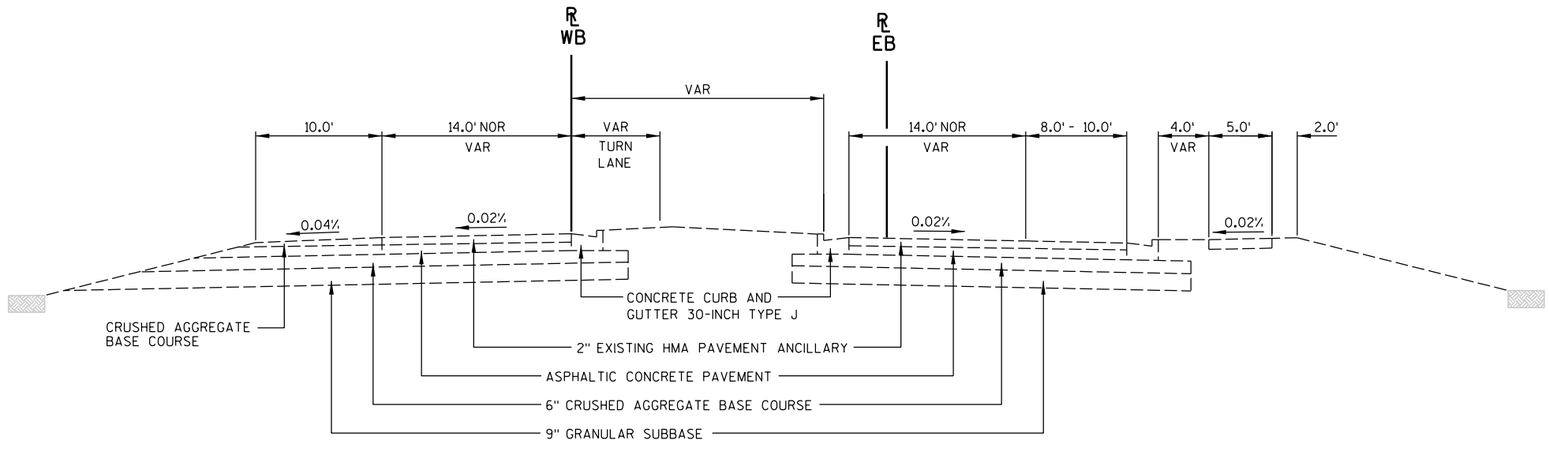
S.T.H. 64
STA 43+67.00 - STA 48+32.00
STA 50+84.00 - STA 55+52.00

2



TYPICAL EXISTING SECTION

S.T.H. 40
STA 153+07.00 - STA 157+82.70



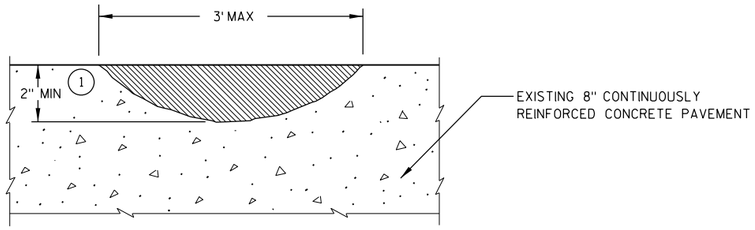
TYPICAL EXISTING SECTION

S.T.H. 40
STA 160+99.00 - STA 164+47.00

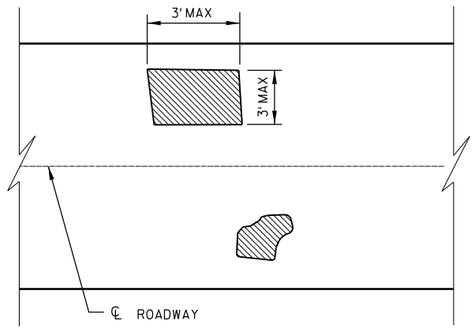
2

GENERAL NOTES

1. REMOVE ALL CONCRETE AND ANY UNSOUND MATERIAL, TO A MAXIMUM OF 1/2 THE PAVEMENT DEPTH OR TOP OF REINFORCEMENT. LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
2. SALVAGE THE EXISTING REBAR WITHIN THE LIMITS OF THE REMOVAL.
3. THE REPLACEMENT MATERIAL SHALL BE ASPHALTIC SURFACE PATCHING (PAID SEPARATELY) NOT TO EXCEED 4 INCHES IN DEPTH, AND SHALL BE COMPACTED IN LIFTS (2 LIFTS MINIMUM), UNTIL FLUSH WITH THE SURFACE OF CONCRETE.
4. APPROXIMATE WIDTH OF JOINTS OR CRACK REPAIR VARIES. THE CONTRACTOR IS RECOMMENDED TO REVIEW THE PROJECT SITE TO CONFIRM THE JOINT CONDITIONS PRIOR TO BIDDING.



PROFILE VIEW

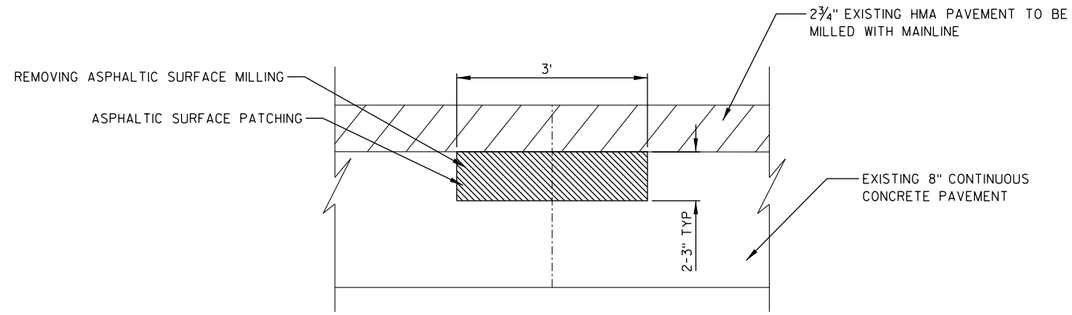


PLAN VIEW

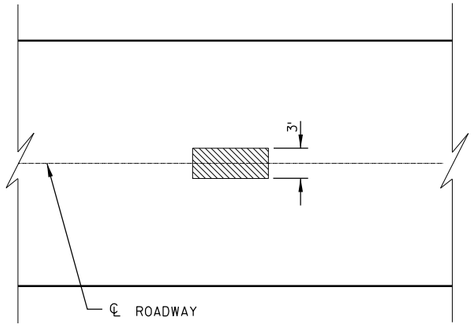
CONCRETE PAVEMENT REPAIR

GENERAL NOTES

1. MILL EXISTING HMA PAVEMENT TO TOP OF EXISTING CRCP
2. REMOVE DETERIORATED CRCP IN C/L AREA TO SOUND CONCRETE (2-3" TYP) WITH MILL AND PLACE ASPHALTIC SURFACE PATCHING (INCIDENTAL TO PREPARATION OF FOUNDATION FOR ASPHALTIC PAVING SPECIAL, PROJECT 1190-05-75)
3. REPAVE AND OPEN THE AREA TO TRAFFIC ON THE SAME DAY



PROFILE VIEW



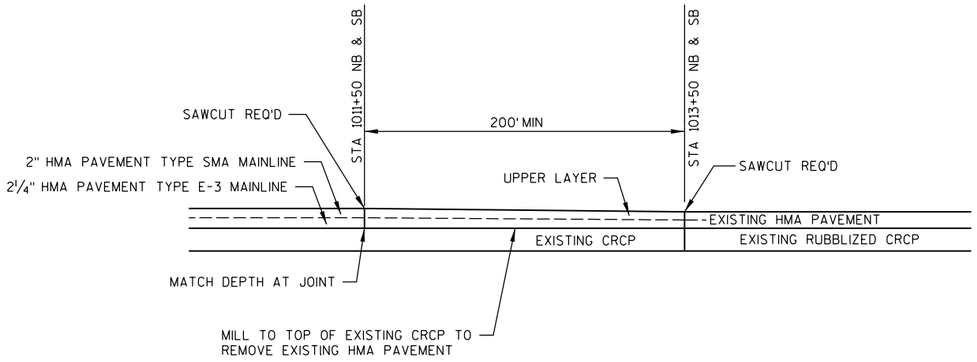
PLAN VIEW

CONCRETE PAVEMENT C/L REPAIR

PREPARATION OF FOUNDATION FOR ASPHALTIC PAVING SPECIAL, PROJECT 1190-05-75 DETAILS

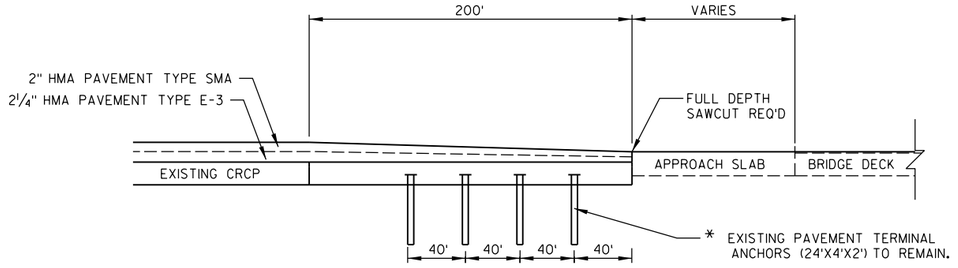
CLEANING AND REPAIRING DISTRESSED PCC AREAS

2

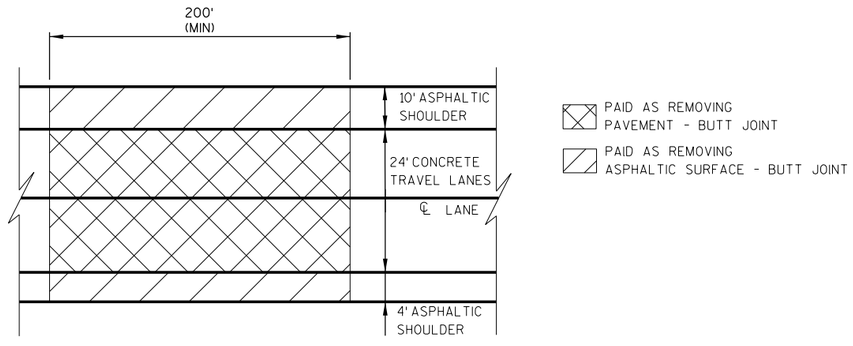


OVERLAP JOINT, BUTTED DETAIL

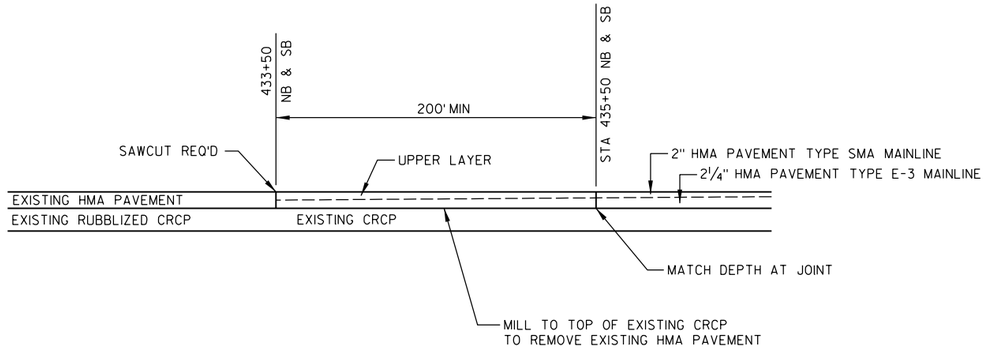
STA 1011+50 TO STA 1013+50 NB & SB



BRIDGE APPROACH DETAIL

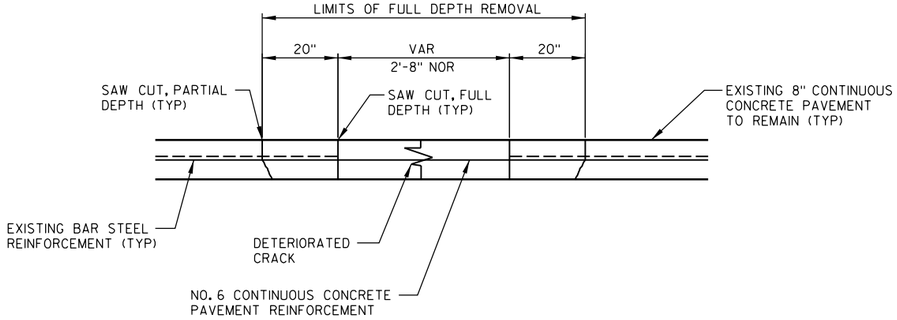


OVERLAP JOINT, BUTTED PLAN VIEW

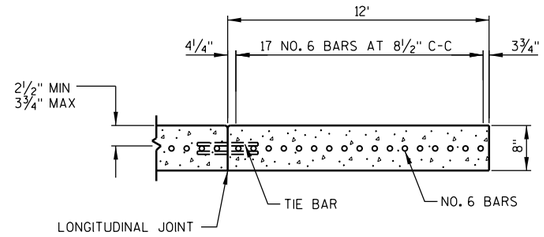


OVERLAP JOINT, BUTTED DETAIL

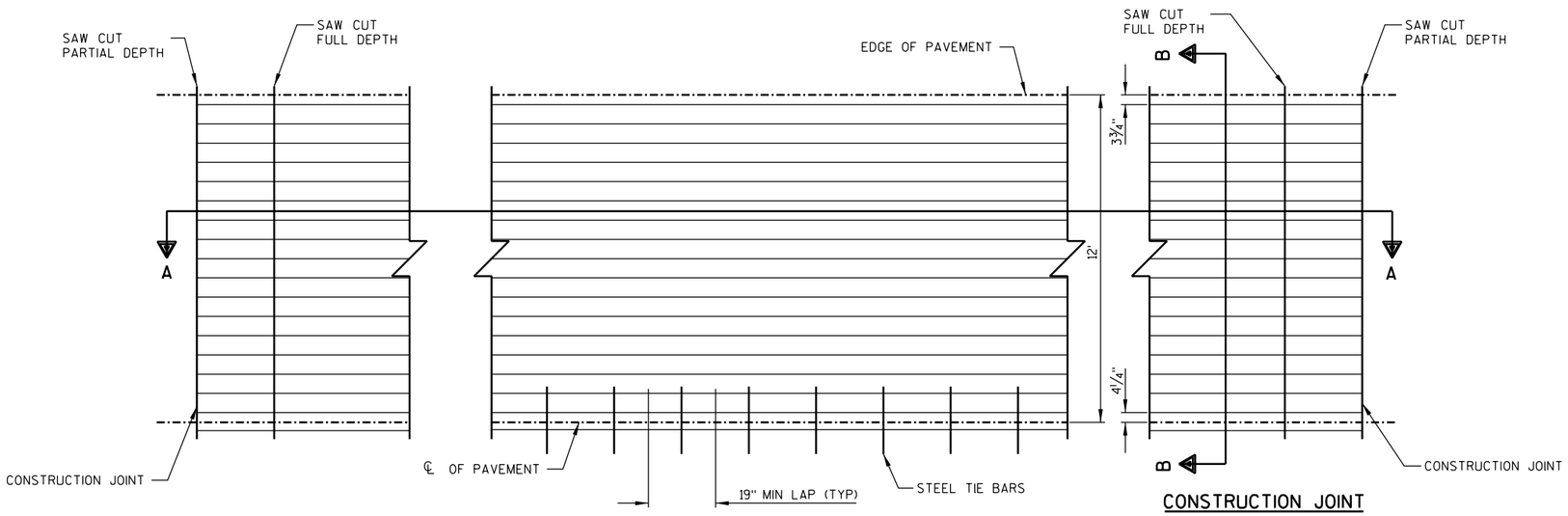
STA 433+50 TO STA 435+50



SECTION A-A



SECTION B-B



REINFORCEMENT STEEL PLACEMENT

CONSTRUCTION JOINT

NOTES:

NO. 6 BARS SHALL OVERLAP AND BE TIED TO EXISTING REINFORCEMENT AT BOTH ENDS OF REPAIR AREA (20" MINIMUM TRANSITION AREA).

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

WHEN THE CONTRACTOR ELECTS OR IS REQUIRED TO USE TRANSVERSE BARS TO SUPPORT LONGITUDINAL REINFORCEMENT THEY SHALL BE 11'-6" LONG AND THE SAME SIZE, SPACING AND STEEL GRADE AS THE TIE BARS.

ALL BAR STEEL REINFORCEMENT SHALL BE PLACED IN THE CENTER OF THE PAVEMENT UNLESS OTHERWISE NOTED.

THE LONGITUDINAL JOINT SHALL BE SAW CUT ONE FOOT (1') ± FROM THE CENTERLINE TO FACILITATE FORM PLACEMENT FOR INITIAL LANE REPAIR.

THE CENTERLINE LONGITUDINAL JOINT SAW CUT TO BE PAID FOR AS LINEAR FEET OF FULL DEPTH SAW CUT.

WHEN THE PASSING AND TRAVELING LANES ARE TO BE REPLACED, THE FIRST LANE REPLACED SHALL BE THE PASSING LANE.

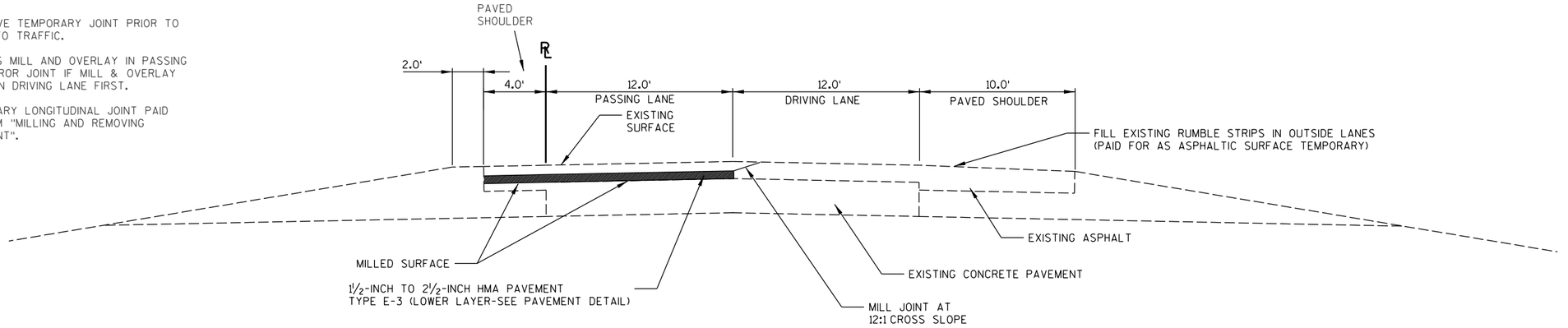
CONTINUOUSLY REINFORCED CONCRETE PAVEMENT REPAIR SPECIAL

2

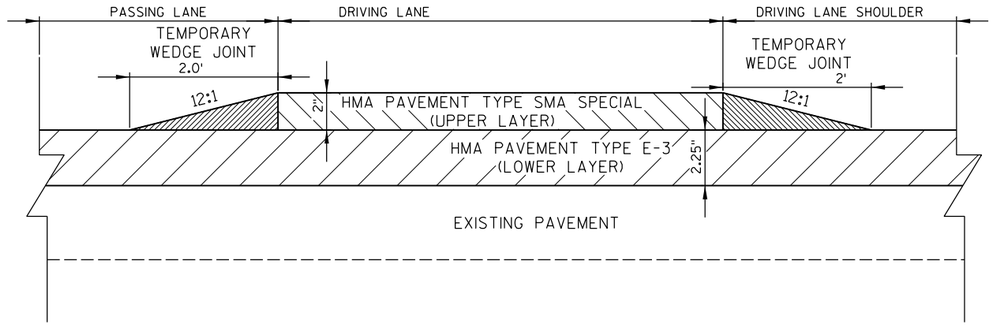
NOTES:
MILL AND REMOVE TEMPORARY JOINT PRIOR TO OPENING LANE TO TRAFFIC.

DETAIL ASSUMES MILL AND OVERLAY IN PASSING LANE FIRST. MIRROR JOINT IF MILL & OVERLAY IS COMPLETED IN DRIVING LANE FIRST.

MILLED TEMPORARY LONGITUDINAL JOINT PAID FOR UNDER ITEM "MILLING AND REMOVING TEMPORARY JOINT".



MILLED TEMPORARY LONGITUDINAL JOINT DETAIL



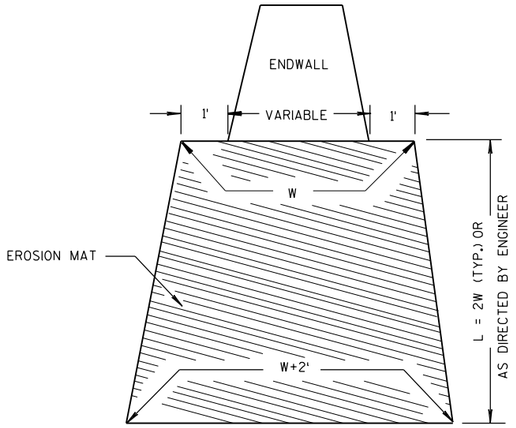
TEMPORARY WEDGE JOINT DETAIL

REQUIRED AT LONGITUDINAL JOINT PRIOR TO OPENING TO TRAFFIC

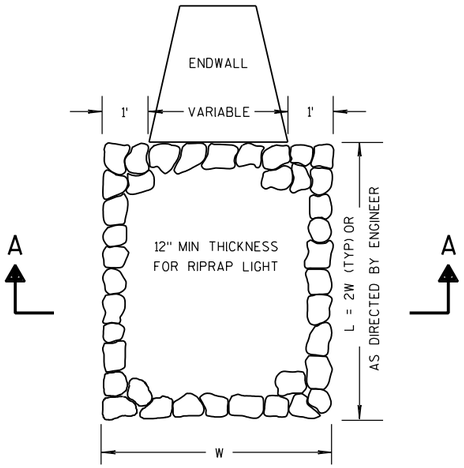
NOTES:

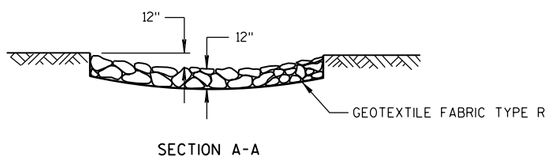
REMOVE TEMPORARY WEDGE JOINT PRIOR TO PLACING ADJACENT SURFACE LAYERS.

TEMPORARY WEDGE JOINT REMOVAL TO BE PAID AS "MILLING AND REMOVING TEMPORARY JOINT".



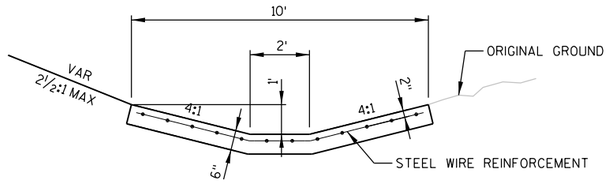
EROSION MAT TREATMENT AT CULVERTS



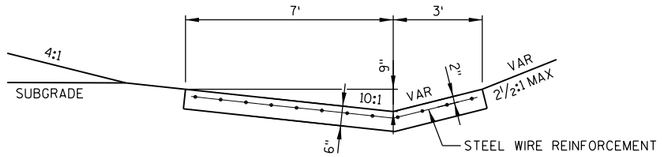


SECTION A-A

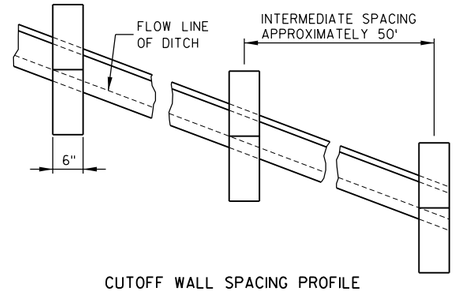
RIPRAP LIGHT TREATMENT AT CULVERTS



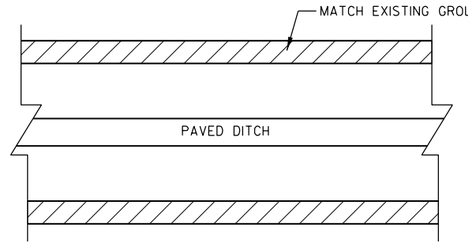
FILL SECTION PAVED DITCH



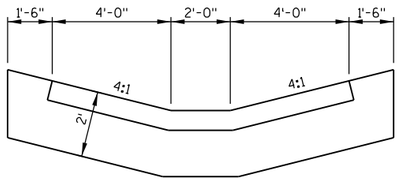
CUT SECTION PAVED DITCH



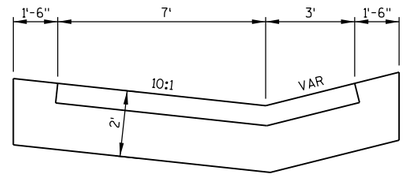
CUTOFF WALL SPACING PROFILE



PLAN VIEW PAVED DITCH



FILL SECTION CUTOFF WALL



CUT SECTION CUTOFF WALL

SLOPE PAVING CONCRETE DETAILS

NOTES:

LOCATIONS AS SHOWN ON PLAN SHEETS AND MISCELLANEOUS QUANTITY TABLES. REMOVE AND REPLACE AT EXISTING LOCATIONS OR AS DIRECTED BY THE ENGINEER.

SPACE CUTOFF WALLS AS SHOWN AND PLACE AT BEGINING AND END OF PAVED DITCHES. CUTOFF WALLS ARE INCIDENTAL TO THE ITEM SLOPE PAVING CONCRETE.

WELDED STEEL WIRE FABRIC 4 GAGE 6" MESH OR EQUIVALENT STEEL WIRE REINFORCEMENT IS INCIDENTAL TO THE ITEM SLOPE PAVING CONCRETE.

LOCATION AND LENGTH OF TRANSITION FROM FILL SECTION PAVED DITCH TO CUT SECTION PAVED DITCH AS DIRECTED BY THE ENGINEER.

2															2
	D7-59L 54" X 36"	D7-59R 54" X 36"	D10-3 12" X 48"	D12-4 72" X 48"	J13-1 24" X 45"	J13-1 24" X 45"	J3-1 24" X 57"	J3-1 24" X 57"	J3-1 24" X 57"	J3-1 24" X 57"	J3-2 48" X 57"	J3-2 48" X 57"	J3-2 48" X 57"	J3-2 48" X 57"	
	J4-1 36" X 51"	J4-1 36" X 51"	J4-1 24" X 36"	R1-1 36" X 36"	R2-1 48" X 60"	R2-1 24" X 30"	R3-1 24" X 24"	R3-2 24" X 24"	R3-4B 36" X 48"	R4-3 48" X 60"	R4-7 24" X 30"	R5-1 36" X 36"	R5-1A 36" X 24"	R5-57 36" X 36"	
	R5-99 42" X 24"	R6-3 30" X 24"	R7-64 48" X 30"	R8-7 48" X 36"	R12-1 24" X 30"	W3-1 36" X 36"	W3-5	W4-1	W5-52L 18" X 54"	W5-52R 18" X 54"	W5-52L 12" X 36"	W5-52R 12" X 36"	E10-61 144" X 54"		

PERMANENT SIGNING GENERAL NOTES

SIGN LOCATIONS SHOWN ARE APPROXIMATE, FINAL LOCATIONS SHALL BE DETERMINED IN THE FIELD.

PROJECT NO: 1190-05-75	HWY: U.S.H. 53	COUNTY: CHIPPEWA	PERMANENT SIGNING	SHEET 14	E

FILE NAME : P:\UZ\W\Witnw\119996\CAD\023201_ps.dgn PLOT TIME : 9:41:39 AM PLOT DATE : 11/13/2015 PLOT BY : SEH PLOT NAME : PLOT SCALE : N/A

2

2

REPLACE
1-1
R3-4B
36" X 48"

REPLACE

EXISTING
LODGING - EXIT 102
FOOD - CAMPING
1-2
*

N

ORIOLE DR

435+00
U.S.H. 53
435+00
U.S.H. 53
445+00
445+00
450+00
450+00
U.S.H. 53 SB
U.S.H. 53 NB
455+00
455+00
460+00
460+00
465+00
465+00
MATCHLINE STA 467+00

BEGIN PROJECT
STA 433+50.00

REPLACE
1-4
NORTH
53
J4-1
36" X 51"

1-3
R3-4B
36" X 48"

REPLACE
1-5
WISCONSIN ROAD EMERGENCY CELLULAR 911
D12-4
72" X 48"

REPLACE
1-6
SPEED LIMIT 70
R2-1
48" X 60"

C.T.H. D

SIGN LEGEND

- SIGN(S) ON TWO STEEL SIGN SUPPORTS (EXISTING SUPPORTS TO REMAIN)
- SIGN(S) ON ONE WOOD POST
- SIGN(S) ON TWO WOOD POST
- (000) SIGN GROUP NUMBER
- * SIGN TO BE REPLACED BY OTHERS

EXISTING
EXIT 102
B
Tilden
1 MILE
1-11

REPLACE
1-7
Hwy Q
M1-94
54" X 21"

REPLACE
1-8
W5-52R
18" X 54"

REPLACE
1-9
W5-52L
18" X 54"

REPLACE
1-10
MILE 104
D10-3
12" X 48"

N

MATCHLINE STA 467+00
470+00
U.S.H. 53 SB
470+00
U.S.H. 53 NB
475+00
475+00
480+00
480+00
485+00
485+00
490+00
490+00
495+00
495+00
MATCHLINE STA 494+00

B-09-72
B-09-73

REPLACE
1-14
W5-52L
18" X 54"

REPLACE
1-15
W5-52R
18" X 54"

REPLACE
1-16
MILE 104
D10-3
12" X 48"

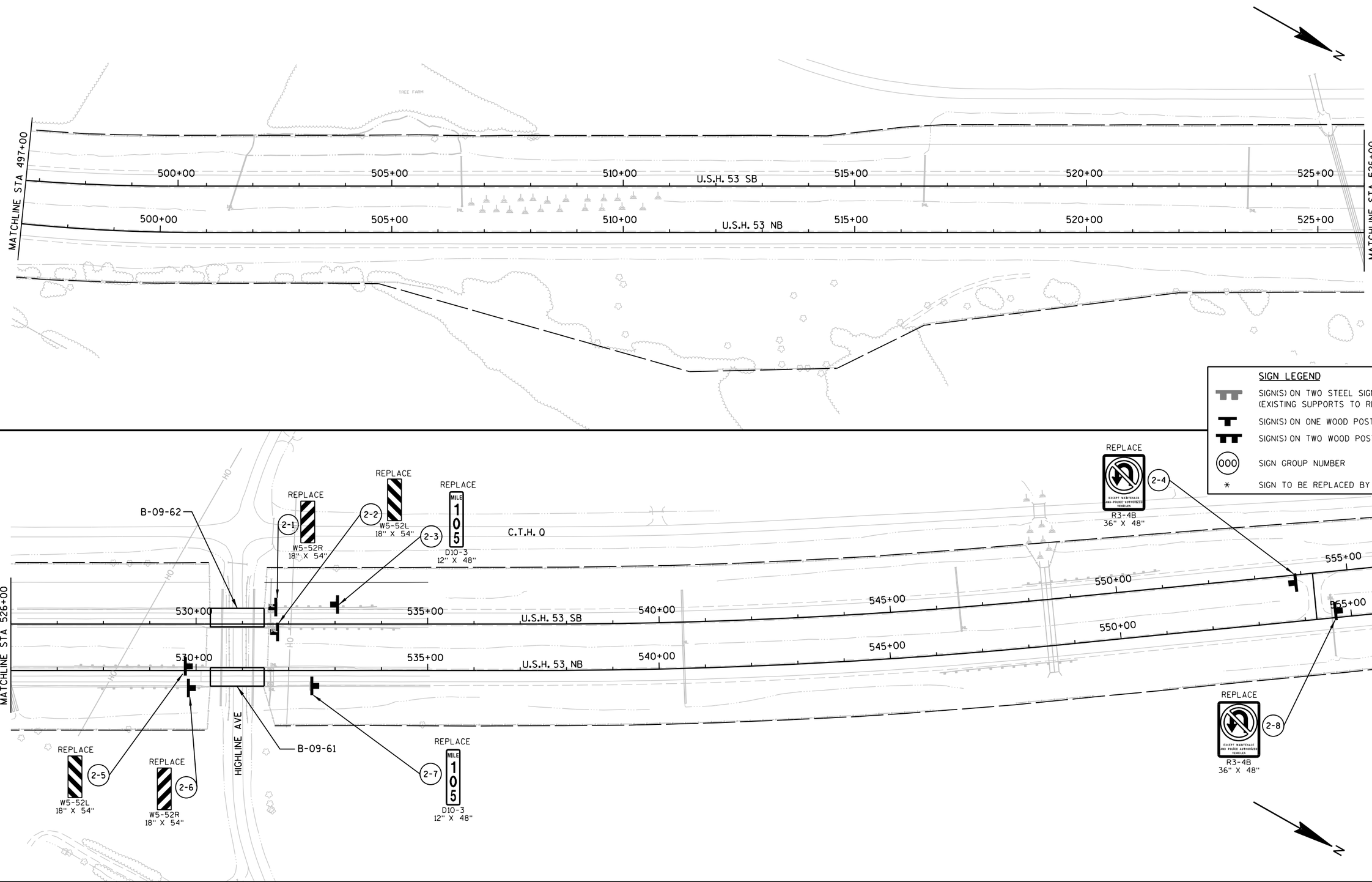
REPLACE
1-13
Bloomer 8
Cameron 34
Superior 130
D2-3
180" X 84"

REPLACE
1-12
Hwy Q
M1-94
54" X 21"

PROJECT NO: 1190-05-75	HWY: U.S.H. 53	COUNTY: CHIPPEWA	PERMANENT SIGNING	SHEET 15	E

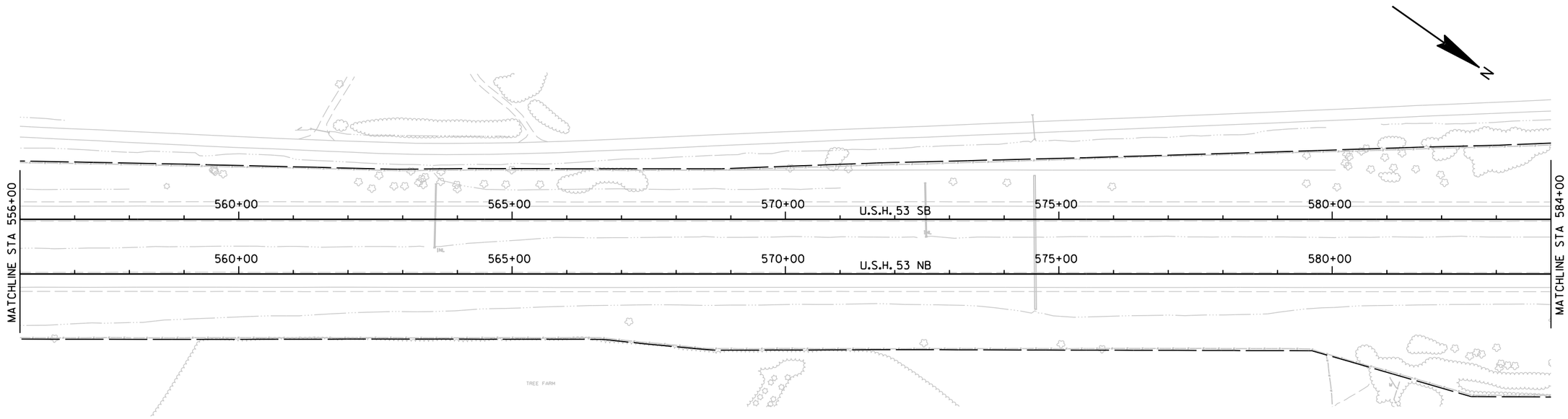
2

2



PROJECT NO: 1190-05-75	HWY: U.S.H. 53	COUNTY: CHIPPEWA	PERMANENT SIGNING	SHEET 16	E

2

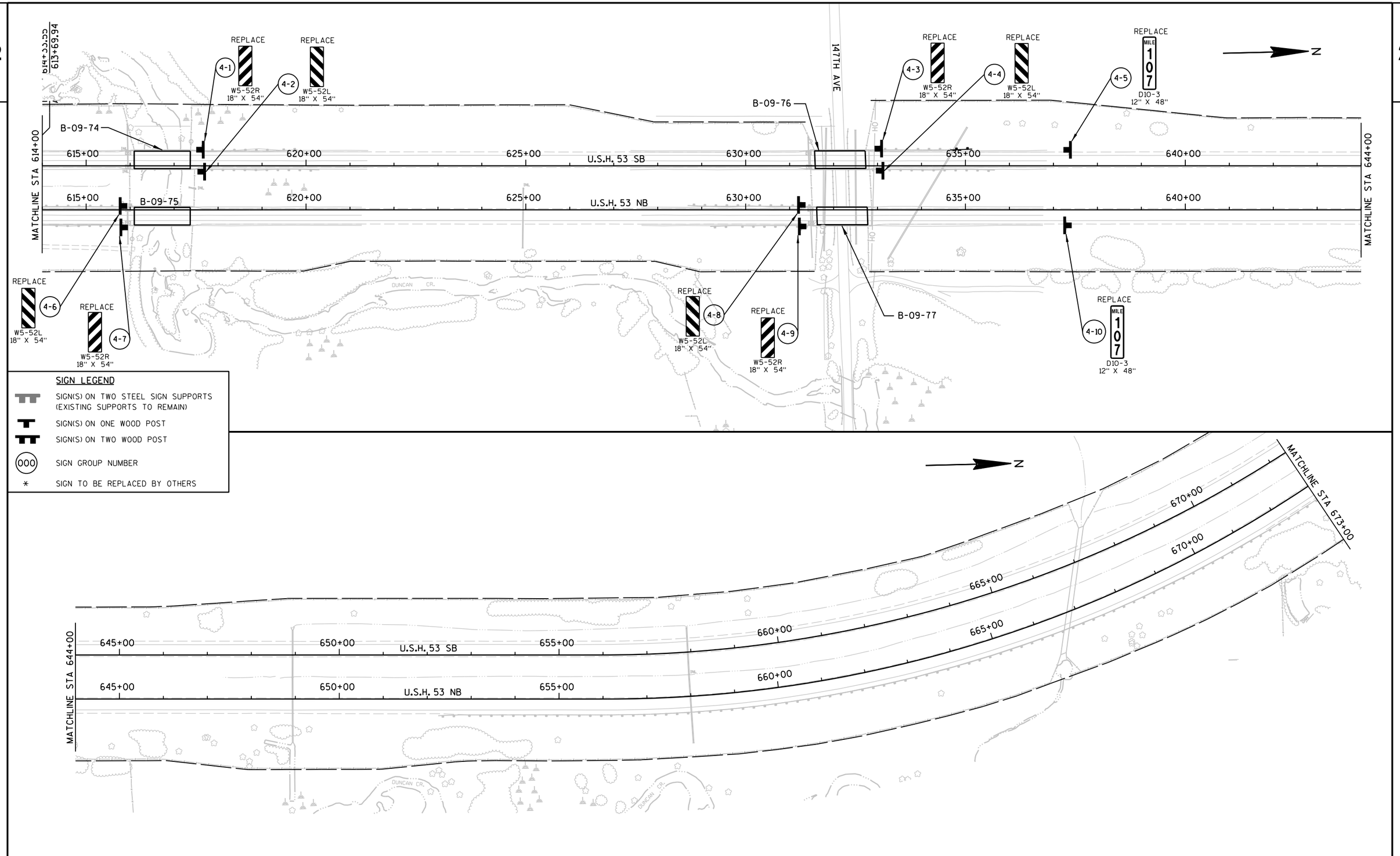


SIGN LEGEND

- SIGN(S) ON TWO STEEL SIGN SUPPORTS (EXISTING SUPPORTS TO REMAIN)
- SIGN(S) ON ONE WOOD POST
- SIGN(S) ON TWO WOOD POST
- (000) SIGN GROUP NUMBER
- * SIGN TO BE REPLACED BY OTHERS

PROJECT NO: 1190-05-75	HWY: U.S.H. 53	COUNTY: CHIPPEWA	PERMANENT SIGNING	SHEET 17	E

2



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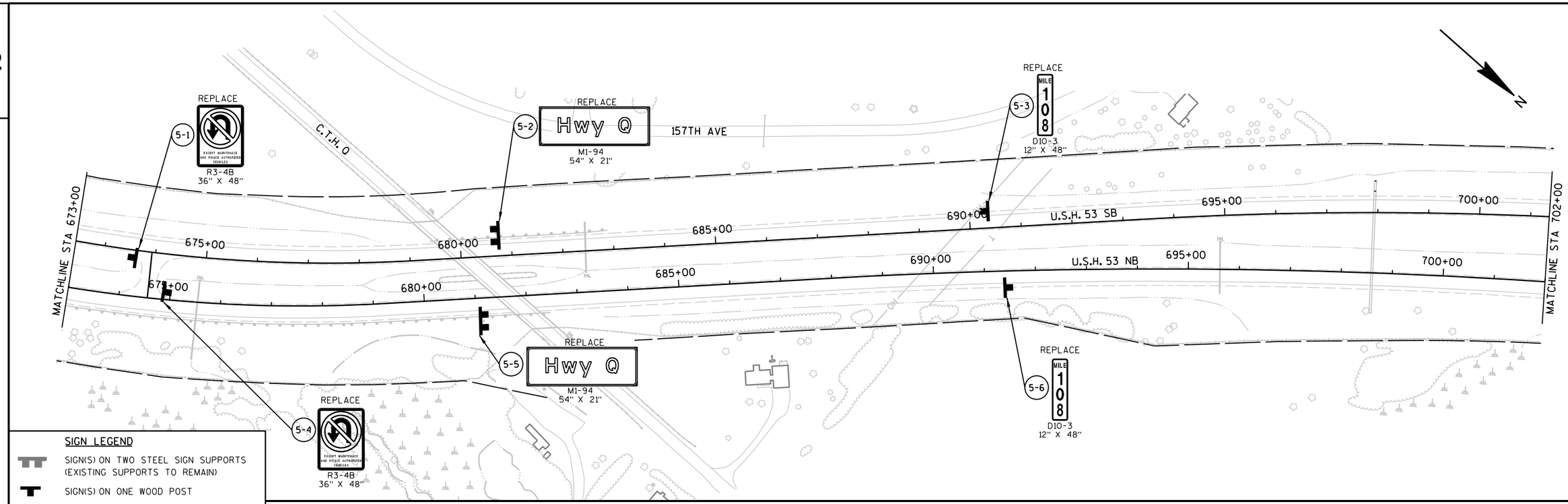
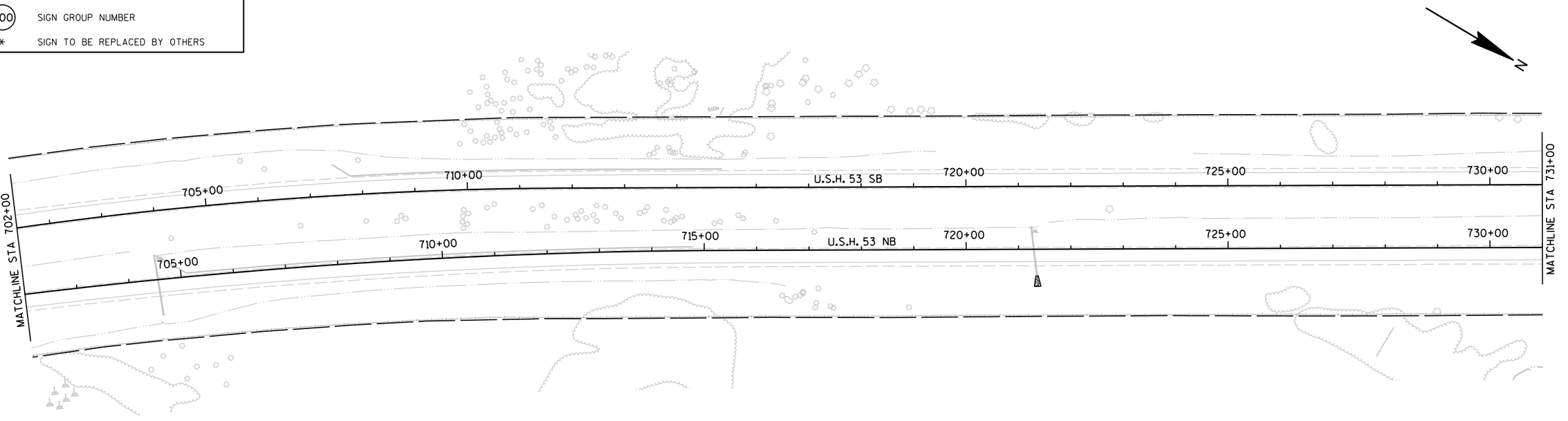
2



SIGN LEGEND

- SIGN(S) ON TWO STEEL SIGN SUPPORTS (EXISTING SUPPORTS TO REMAIN)
- SIGN(S) ON ONE WOOD POST
- SIGN(S) ON TWO WOOD POST
- (000) SIGN GROUP NUMBER
- * SIGN TO BE REPLACED BY OTHERS



PROJECT NO: 1190-05-75	HWY: U.S.H. 53	COUNTY: CHIPPEWA	PERMANENT SIGNING	SHEET 19	E

2

REPLACE
Chippewa Falls 13
Eau Claire 22
6-4

REPLACE
MILE 109
6-1
D10-3
12" X 48"

REPLACE
EMERGENCY STOPPING ONLY
6-2
R8-7
48" X 36"

D2-2
228" X 60"

REPLACE
SLOWER TRAFFIC KEEP RIGHT
6-3
R4-3
48" X 60"

MATCHLINE STA 731+00
735+00
740+00
745+00
U.S.H. 53 SB
750+00
755+00
760+00
MATCHLINE STA 761+00

735+00
740+00
745+00
U.S.H. 53 NB
750+00
755+00
760+00

REPLACE
MILE 109
6-5
D10-3
12" X 48"

EXISTING
EXIT 110
40
Bloomer
Colfax
1 MILE
6-6

SIGN LEGEND

- SIGN(S) ON TWO STEEL SIGN SUPPORTS (EXISTING SUPPORTS TO REMAIN)
- SIGN(S) ON ONE WOOD POST
- SIGN(S) ON TWO WOOD POST
- (000) SIGN GROUP NUMBER
- * SIGN TO BE REPLACED BY OTHERS

MATCHLINE STA 761+00
765+00
770+00
U.S.H. 53 SB
775+00
780+00
765+00
770+00
U.S.H. 53 NB
775+00
780+00

27TH ST

REPLACE
SPEED LIMIT 70
6-7
R2-1
48" X 60"

REPLACE
6-8
W5-52R
18" X 54"

REPLACE
6-9
W5-52L
18" X 54"

REPLACE
Hwy F
6-10
M1-94
54" X 21"

B-09-64
C.T.H. F
785+00
790+00
785+00
790+00
MATCHLINE STA 791+00

EXISTING
FOOD - EXIT 110
6-11

REPLACE
Hospital
EXIT 110
6-12
E10-61
144" X 54"

REPLACE
6-13
W5-52L
18" X 54"

REPLACE
Hwy F
6-14
M1-94
54" X 21"

REPLACE
6-15
W5-52R
18" X 54"

B-09-65

EXISTING
GAS - EXIT 110
6-16
LODGING - EXIT 110

PROJECT NO: 1190-05-75	HWY: U.S.H. 53	COUNTY: CHIPPEWA	PERMANENT SIGNING	SHEET 20	E

2

REPLACE
SOUTH 53
J4-1
36" X 51"
7-1

REPLACE
MILE 110
D10-3
12" X 48"
7-2

REPLACE
R3-4B
36" X 48"
7-3

REPLACE
OFF-ROADWAY OPERATION OF MOTOR VEHICLES PROHIBITED EXCEPT IN EMERGENCY OR AS OTHERWISE PERMITTED
R5-99
42" X 24"
7-4

REPLACE
MILE 110
D10-3
12" X 48"
7-5

REPLACE
R3-4B
36" X 48"
7-6

EXISTING
EXIT 110
40
Bloomer
Colfax
7-7

MATCHLINE STA 791+00

795+00 800+00 805+00 "A" 810+00 "A" 815+00 "A" 820+00 "A"

U.S.H. 53 SB

795+00 800+00 805+00 810+00 815+00 820+00

U.S.H. 53 NB

810+00 "C" 815+00 "C" 820+00 "C"

MATCHLINE STA 821+00

MATCHLINE STA 821+00

825+00 "A" 830+00 "A" 830+00 "B" 835+00 "B" 840+00 "B" 845+00 "B" 850+00

U.S.H. 53 SB

825+00 830+00 835+00 840+00 845+00 850+00

U.S.H. 53 NB

840+00 "D" 845+00 "D"

825+00 "D" 830+00 "D" 835+00 "D"

S.T.H. 40

150+00 155+00 160+00 165+00 195+00 200+00 205+00

EXISTING
EXIT 110
40
Bloomer
Colfax
7-9

REPLACE
W4-1
48" X 48"
7-8

REPLACE
W4-1
48" X 48"
7-11

REPLACE
MILE 111
D10-3
12" X 48"
7-10

REPLACE
MILE 111
D10-3
12" X 48"
7-12

MATCHLINE STA 851+00

SIGN LEGEND

- SIGN(S) ON TWO STEEL SIGN SUPPORTS (EXISTING SUPPORTS TO REMAIN)
- SIGN(S) ON ONE WOOD POST
- SIGN(S) ON TWO WOOD POST
- (000) SIGN GROUP NUMBER
- * SIGN TO BE REPLACED BY OTHERS

PROJECT NO: 1190-05-75	HWY: U.S.H. 53	COUNTY: CHIPPEWA	PERMANENT SIGNING	SHEET	E

FILE NAME : \\SEHCF1\Projects\UZ\W\Witnw\119996\CAD\023208_ps.dgn PLOT TIME : 1:31:30 PM PLOT DATE : 11/11/2015 PLOT BY : SEH PLOT NAME : PLOT SCALE : N/A

WISDOT/CADDS SHEET 42

EXISTING
GAS - EXIT 110
LODGING - EXIT 110

REPLACE
E10-61
144" X 54"
HOSPITAL
EXIT 110

B-09-79
B-09-80

REPLACE
W5-52R
18" X 54"
REPLACE
W5-52L
18" X 54"

U.S.H. 53 SB
U.S.H. 53 NB
MATCHLINE STA 851+00
MATCHLINE STA 880+00
NORTH SIDE AVE
855+00
860+00
865+00
870+00
875+00
880+00

REPLACE
SPEED LIMIT 70
R2-1
48" X 60"

EXISTING
FOOD - EXIT 110

REPLACE
NORTH 53
J4-1
36" X 51"

REPLACE
R3-4B
36" X 48"

REPLACE
R3-4B
36" X 48"

REPLACE
W5-52L
18" X 54"
REPLACE
W5-52R
18" X 54"

REPLACE
Hwy Q
M1-94
54" X 21"

8-1 8-2 8-3 8-4 8-5 8-6 8-7 8-8 8-9 8-10 8-11 8-12

SIGN LEGEND

- SIGN(S) ON TWO STEEL SIGN SUPPORTS (EXISTING SUPPORTS TO REMAIN)
- SIGN(S) ON ONE WOOD POST
- SIGN(S) ON TWO WOOD POST
- (000) SIGN GROUP NUMBER
- * SIGN TO BE REPLACED BY OTHERS

EXISTING
EXIT 110
40
Bloomer
Colfax
1 MILE

REPLACE
Hwy Q
M1-94
54" X 21"

REPLACE
MILE 1 1 2
D10-3
12" X 48"

885+00
890+00
895+00
900+00
905+00
910+00

EXISTING
EXIT 112
64
Cornell
New Richmond
1 MILE

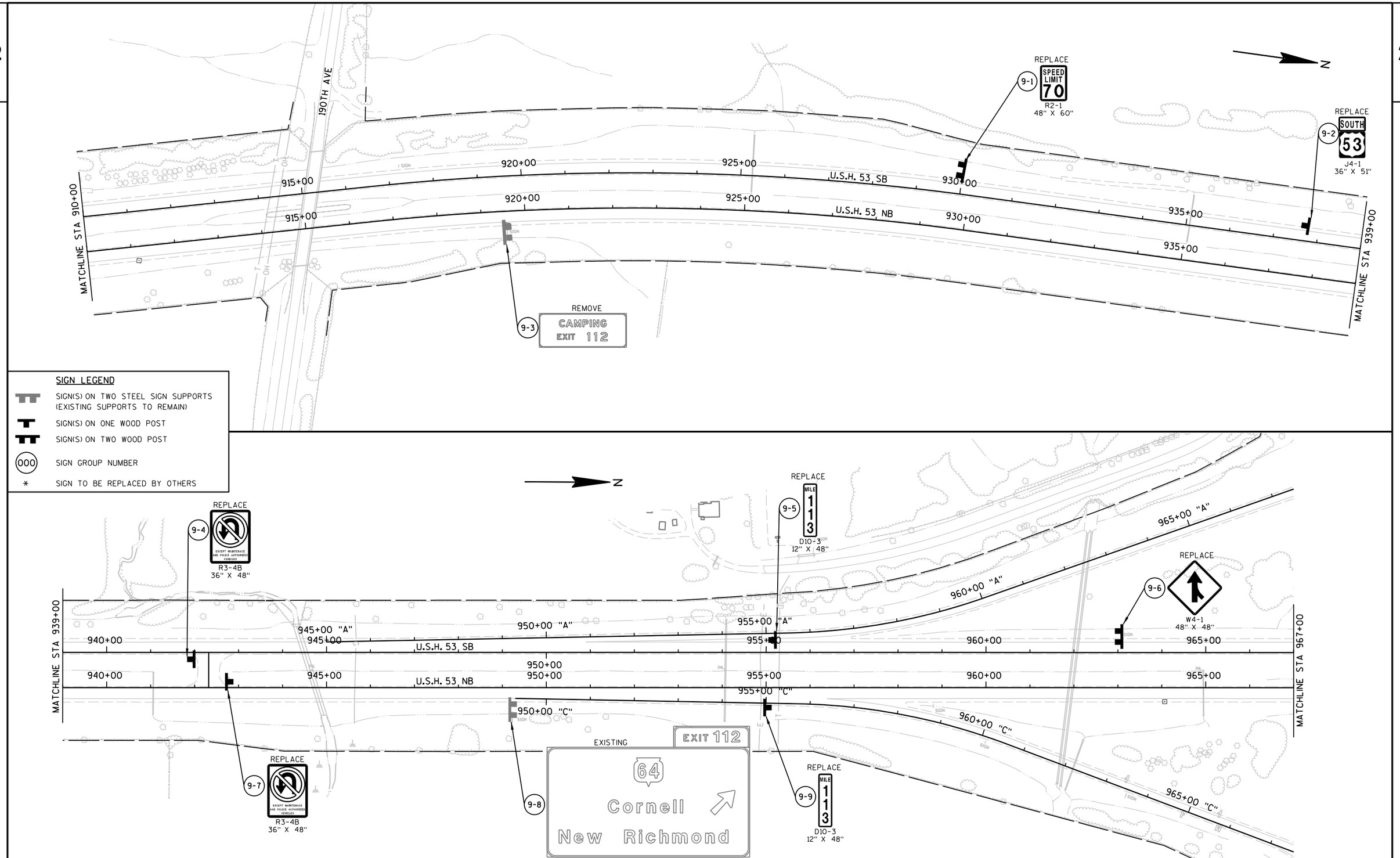
REPLACE
MILE 1 1 2
D10-3
12" X 48"

8-13 8-14 8-15 8-16 8-17

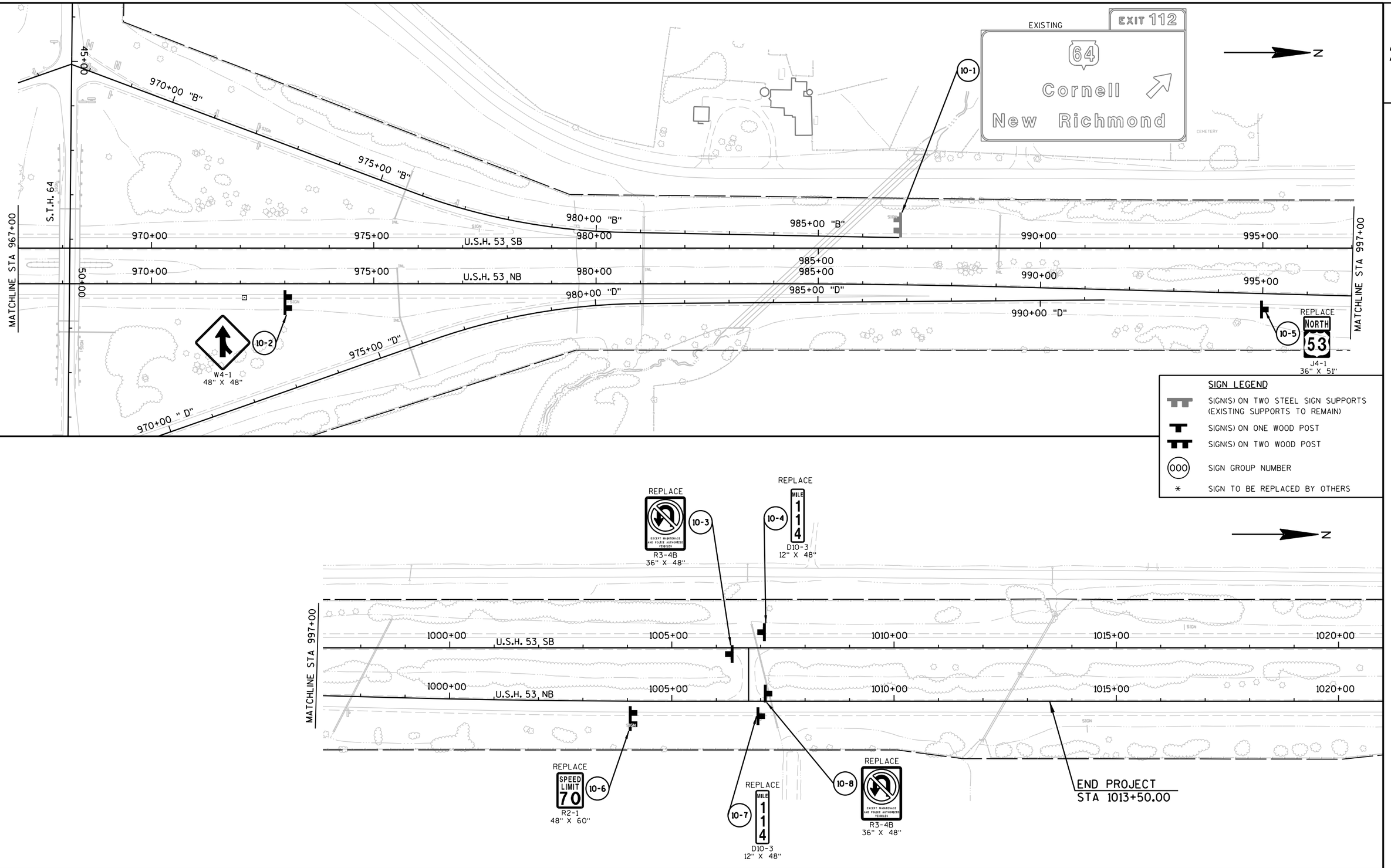
PROJECT NO: 1190-05-75	HWY: U.S.H. 53	COUNTY: CHIPPEWA	PERMANENT SIGNING	SHEET	E

FILE NAME : P:\UZ\W\Wifnw\119996\CAD\023209_ps.dgn PLOT TIME : 9:49:17 AM PLOT DATE : 11/13/2015 PLOT BY : SEH PLOT NAME : PLOT SCALE : N/A

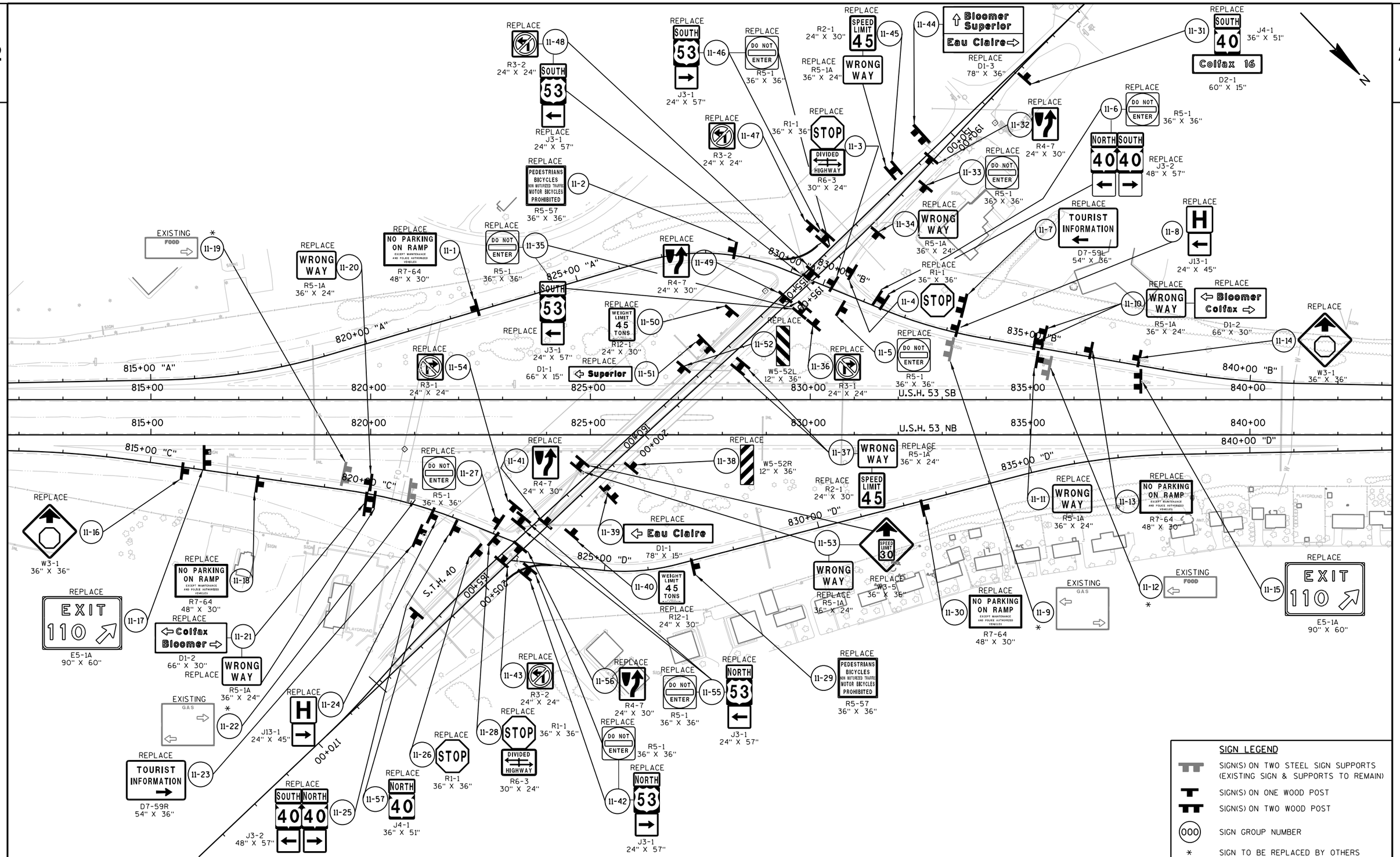
2



PROJECT NO: 1190-05-75	HWY: U.S.H. 53	COUNTY: CHIPPEWA	PERMANENT SIGNING	SHEET 23	E



PROJECT NO: 1190-05-75	HWY: U.S.H. 53	COUNTY: CHIPPEWA	PERMANENT SIGNING	SHEET 24	E



PROJECT NO: 1190-05-75	HWY: U.S.H. 53	COUNTY: CHIPPEWA	PERMANENT SIGNING	SHEET 25	E

FILE NAME : P:\UZ\W\Wifnw\119996\CAD\023212_ps.dgn PLOT TIME : 1:09:21 PM PLOT DATE : 12/7/2015 PLOT BY : SEH PLOT NAME : PLOT SCALE : N/A

2

N

REPLACE Connorsville 31 New Richmond 53 — 12-27 — D2-2 102" X 24"

REPLACE Superior Cornell Eau Claire — 12-35 — D1-3 78" X 36"

REPLACE DO NOT ENTER — 12-3 — R5-1 36" X 36"

REPLACE SOUTH 53 — 12-36 — J3-1 24" X 57"

REPLACE PEDESTRIANS BICYCLES NON MOTORIZED TRAFFIC MOTOR BICYCLES PROHIBITED — 12-2 — R5-57 36" X 36"

REPLACE NO PARKING ON RAMP EXCEPT MAINTENANCE AND POLICE AUTHORIZED VEHICLES — 12-1 — R7-64 48" X 30"

965+00 "A"

960+00 "A"

955+00 "A"

REPLACE SOUTH 53 — 12-30 — J3-1 24" X 57"

REPLACE Superior — 12-37 — D1-1 66" X 15"

INSTALL W5-52R 12" X 36" — 12-38

955+00

960+00

965+00

S.T.H. 64

40+00

45+00

REPLACE WEST 64 — 12-28 — J4-1 36" X 51"

REPLACE STOP — 12-4 — R1-1 36" X 36"

REPLACE STOP — 12-5 — R1-1 36" X 36"

970+00 "B"

REPLACE DO NOT ENTER — 12-7 — R5-1 36" X 36"

INSTALL W5-52L 12" X 36" — 12-31

REPLACE R3-2 24" X 24" — 12-29

REPLACE R3-1 24" X 24"

970+00

975+00 "B"

REPLACE WRONG WAY — 12-10 — R5-1A 36" X 24"

975+00

U.S.H.53 SB

980+00 "B"

980+00

985+00 "B"

985+00

REPLACE DO NOT ENTER — 12-6 — R5-1 36" X 36"

REPLACE EAST 64 WEST 64 — J3-2 48" X 57"

REPLACE CAMPING — 12-8 — D9-51A 42" X 12"

REPLACE WRONG WAY — 12-9 — R5-1A 36" X 24"

REPLACE Cornell New Richmond — D1-2 96" X 30"

REPLACE NO PARKING ON RAMP EXCEPT MAINTENANCE AND POLICE AUTHORIZED VEHICLES — 12-11 — R7-64 48" X 30"

REPLACE — 12-12 — W3-1 36" X 36"

REPLACE EXIT 112 — 12-13 — E5-1A 90" X 60"

50+00

955+00 "C"

960+00 "C"

965+00 "C"

REPLACE EXIT 112 — 12-14 — E5-1A 90" X 60"

REPLACE — 12-15 — W3-1 36" X 36"

REPLACE NO PARKING ON RAMP EXCEPT MAINTENANCE AND POLICE AUTHORIZED VEHICLES — 12-16 — R7-64 48" X 30"

REPLACE WRONG WAY — 12-17 — R5-1A 36" X 24"

REPLACE New Richmond Cornell — 12-18 — D1-2 96" X 30"

REPLACE WRONG WAY — R5-1A 36" X 24"

REPLACE CAMPING — 12-19 — D9-51A 42" X 12"

REPLACE WEST 64 EAST 64 — 12-20 — J3-2 48" X 57"

REPLACE DO NOT ENTER — 12-21 — R5-1 36" X 36"

REPLACE — 12-41 — R3-1 24" X 24"

REPLACE R3-2 24" X 24"

REPLACE NORTH 53 — 12-40 — J3-1 24" X 57"

REPLACE STOP — 12-22 — R1-1 36" X 36"

REPLACE STOP — 12-23 — R1-1 36" X 36"

REPLACE DO NOT ENTER — 12-24 — R5-1 36" X 36"

REPLACE DO NOT ENTER — R5-1 36" X 36"

INSTALL W5-52L 12" X 36" — 12-39

INSTALL W5-52R 12" X 36" — 12-32

REPLACE Eau Claire — 12-33 — D1-1 78" X 15"

REPLACE NORTH 53 — 12-34 — J3-1 24" X 57"

REPLACE PEDESTRIANS BICYCLES NON MOTORIZED TRAFFIC MOTOR BICYCLES PROHIBITED — 12-25 — R5-57 36" X 36"

REPLACE NO PARKING ON RAMP EXCEPT MAINTENANCE AND POLICE AUTHORIZED VEHICLES — 12-26 — R7-64 48" X 30"

955+00 "C"

960+00

965+00

970+00

975+00

U.S.H. 53 NB

980+00

985+00

985+00 "D"

980+00 "D"

975+00 "D"

970+00 " D"

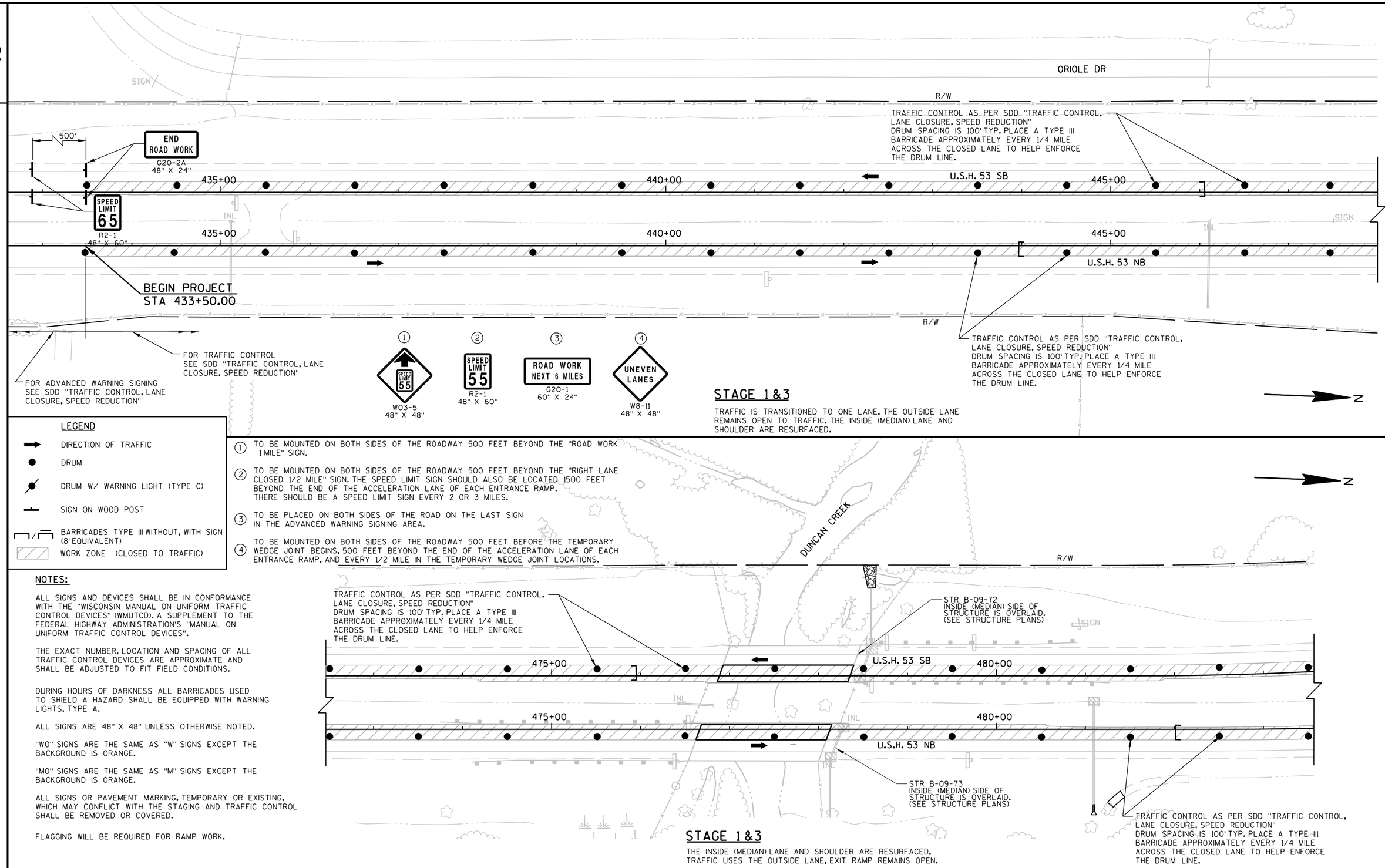
0+00

SIGN LEGEND

- SIGN(S) ON TWO STEEL SIGN SUPPORTS (EXISTING SIGN & SUPPORTS TO REMAIN)
- SIGN(S) ON ONE WOOD POST
- SIGN(S) ON TWO WOOD POST
- (000) SIGN GROUP NUMBER
- * SIGN TO BE REPLACED BY OTHERS

PROJECT NO: 1190-05-75	HWY: U.S.H. 53	COUNTY: CHIPPEWA	PERMANENT SIGNING	SHEET 26	E

FILE NAME : P:\UZ\W\Witnw\119996\CAD\023213_ps.dgn PLOT TIME : 11:02:03 AM PLOT DATE : 12/7/2015 PLOT BY : SEH PLOT NAME : PLOT SCALE : N/A



STAGE 1&3

TRAFFIC IS TRANSITIONED TO ONE LANE, THE OUTSIDE LANE REMAINS OPEN TO TRAFFIC. THE INSIDE (MEDIAN) LANE AND SHOULDER ARE RESURFACED.

LEGEND

- DIRECTION OF TRAFFIC
- DRUM
- DRUM W/ WARNING LIGHT (TYPE C)
- SIGN ON WOOD POST
- BARRICADES TYPE III WITHOUT, WITH SIGN (8' EQUIVALENT)
- WORK ZONE (CLOSED TO TRAFFIC)

① TO BE MOUNTED ON BOTH SIDES OF THE ROADWAY 500 FEET BEYOND THE "ROAD WORK 1 MILE" SIGN.

② TO BE MOUNTED ON BOTH SIDES OF THE ROADWAY 500 FEET BEYOND THE "RIGHT LANE CLOSED 1/2 MILE" SIGN. THE SPEED LIMIT SIGN SHOULD ALSO BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. THERE SHOULD BE A SPEED LIMIT SIGN EVERY 2 OR 3 MILES.

③ TO BE PLACED ON BOTH SIDES OF THE ROAD ON THE LAST SIGN IN THE ADVANCED WARNING SIGNING AREA.

④ TO BE MOUNTED ON BOTH SIDES OF THE ROADWAY 500 FEET BEFORE THE TEMPORARY WEDGE JOINT BEGINS, 500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP, AND EVERY 1/2 MILE IN THE TEMPORARY WEDGE JOINT LOCATIONS.

STAGE 1&3

THE INSIDE (MEDIAN) LANE AND SHOULDER ARE RESURFACED, TRAFFIC USES THE OUTSIDE LANE, EXIT RAMP REMAINS OPEN.

NOTES:

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE "WISCONSIN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (WMUTCD). A SUPPLEMENT TO THE FEDERAL HIGHWAY ADMINISTRATION'S "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".

THE EXACT NUMBER, LOCATION AND SPACING OF ALL TRAFFIC CONTROL DEVICES ARE APPROXIMATE AND SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

DURING HOURS OF DARKNESS ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH WARNING LIGHTS, TYPE A.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

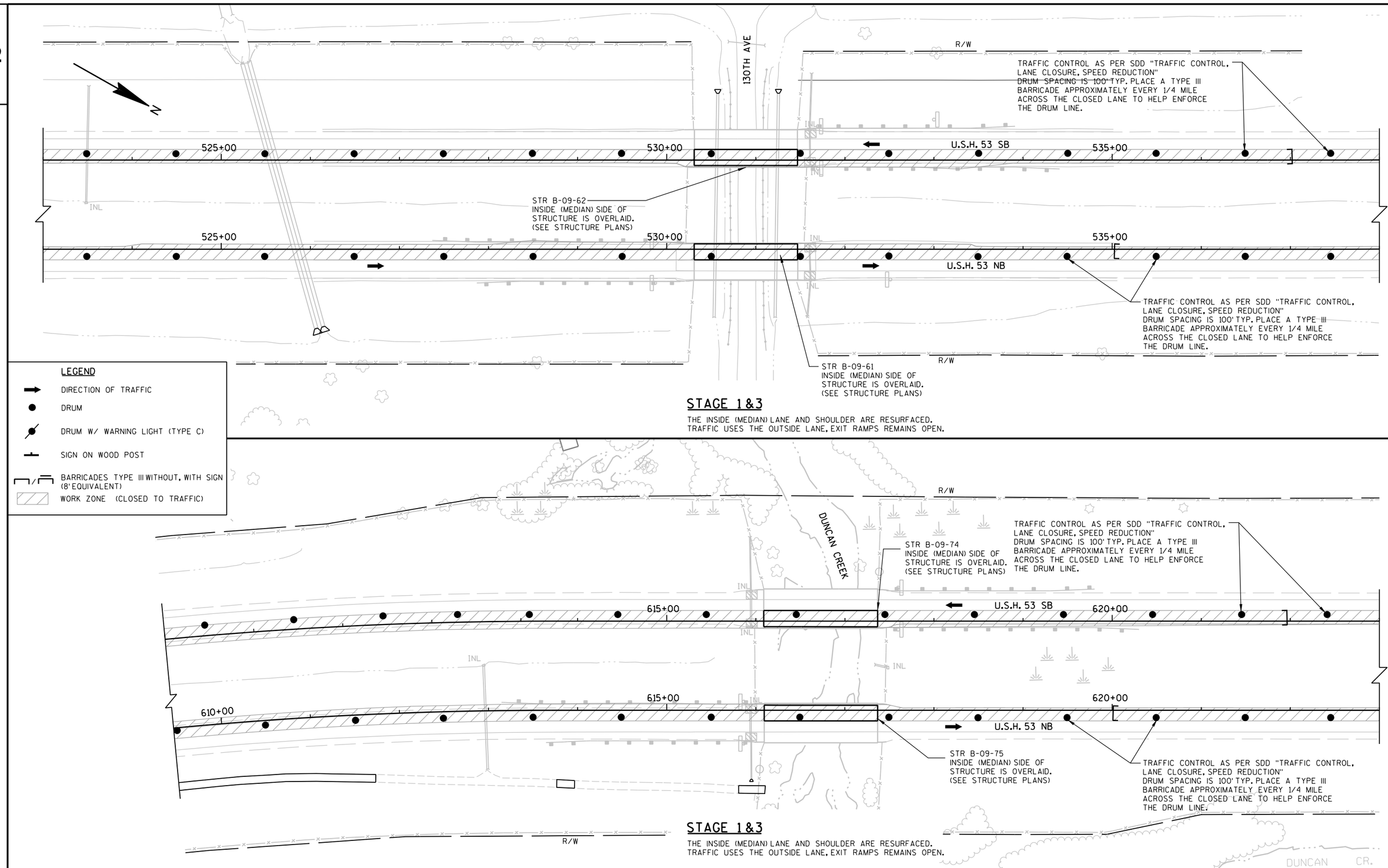
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ALL SIGNS OR PAVEMENT MARKING, TEMPORARY OR EXISTING, WHICH MAY CONFLICT WITH THE STAGING AND TRAFFIC CONTROL SHALL BE REMOVED OR COVERED.

FLAGGING WILL BE REQUIRED FOR RAMP WORK.

PROJECT NO: 1190-05-75	HWY: U.S.H. 53	COUNTY: CHIPPEWA	TRAFFIC CONTROL	SHEET 27	E

2



LEGEND

- DIRECTION OF TRAFFIC
- DRUM
- DRUM W/ WARNING LIGHT (TYPE C)
- SIGN ON WOOD POST
- BARRICADES TYPE III WITHOUT, WITH SIGN (8' EQUIVALENT)
- WORK ZONE (CLOSED TO TRAFFIC)

STAGE 1&3

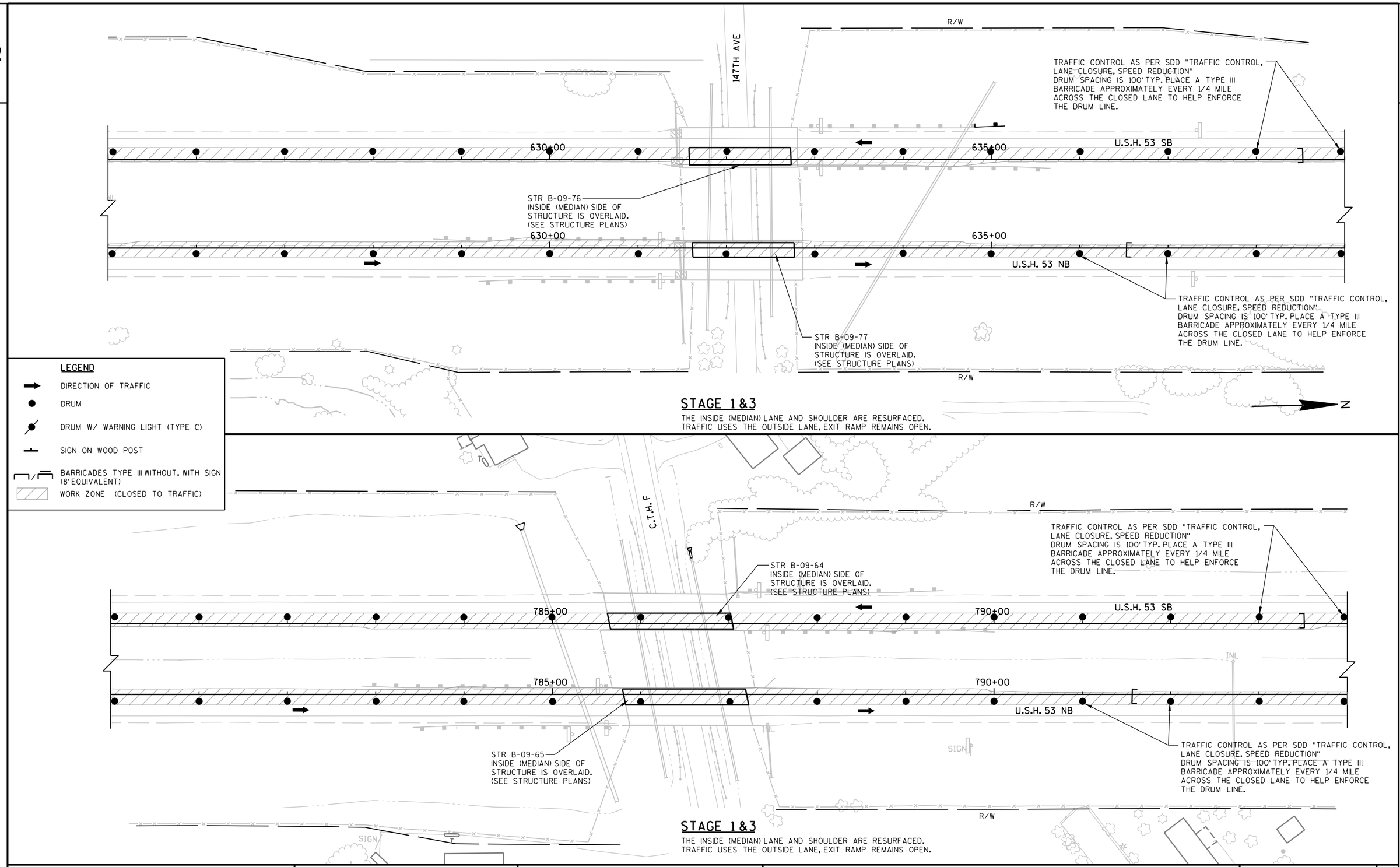
THE INSIDE (MEDIAN) LANE AND SHOULDER ARE RESURFACED.
TRAFFIC USES THE OUTSIDE LANE, EXIT RAMPS REMAINS OPEN.

STAGE 1&3

THE INSIDE (MEDIAN) LANE AND SHOULDER ARE RESURFACED.
TRAFFIC USES THE OUTSIDE LANE, EXIT RAMPS REMAINS OPEN.

PROJECT NO: 1190-05-75	HWY: U.S.H. 53	COUNTY: CHIPPEWA	TRAFFIC CONTROL	SHEET 28	E

2



STAGE 1&3

THE INSIDE (MEDIAN) LANE AND SHOULDER ARE RESURFACED.
TRAFFIC USES THE OUTSIDE LANE, EXIT RAMP REMAINS OPEN.

STAGE 1&3

THE INSIDE (MEDIAN) LANE AND SHOULDER ARE RESURFACED.
TRAFFIC USES THE OUTSIDE LANE, EXIT RAMP REMAINS OPEN.

PROJECT NO: 1190-05-75	HWY: U.S.H. 53	COUNTY: CHIPPEWA	TRAFFIC CONTROL	SHEET 29	E

2

N

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION" DRUM SPACING IS 100' TYP. PLACE A TYPE III BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE.

ROAD WORK AHEAD W20-1A

W03-2

R1-2 48" X 42"

R/W

U.S.H. 53 SB

U.S.H. 53 NB

815+00

820+00

825+00

S.T.H. 40

165+00

205+00

SIGN

INL

PLAYGROUND

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION" DRUM SPACING IS 100' TYP. PLACE A TYPE III BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE.

LEGEND

- DIRECTION OF TRAFFIC
- DRUM
- DRUM W/ WARNING LIGHT (TYPE C)
- SIGN ON WOOD POST
- FLAGS, 16"X16" MINIMUM (ORANGE)
- BARRICADES TYPE III WITHOUT, WITH SIGN (8' EQUIVALENT)
- WORK ZONE (CLOSED TO TRAFFIC)

STAGE 1&3

THE INSIDE (MEDIAN) LANE AND SHOULDER ARE RESURFACED. TRAFFIC USES THE OUTSIDE LANE, EXIT RAMP REMAINS OPEN.

PROJECT NO: 1190-05-75	HWY: U.S.H. 53	COUNTY: CHIPPEWA	TRAFFIC CONTROL	SHEET 30	E

2

2

S.T.H. 40

830+00

155+00

195+00

SIGN

INL

R/W

835+00

840+00

W

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION"
DRUM SPACING IS 100' TYP. PLACE A TYPE III BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE.

U.S.H. 53 SB

U.S.H. 53 NB

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION"
DRUM SPACING IS 100' TYP. PLACE A TYPE III BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE.

YIELD
R1-2
48" X 42"

PLAYGROUND

ANT.

ROAD WORK AHEAD
W20-1A

W03-2

POOL

A/C

STAGE 1&3

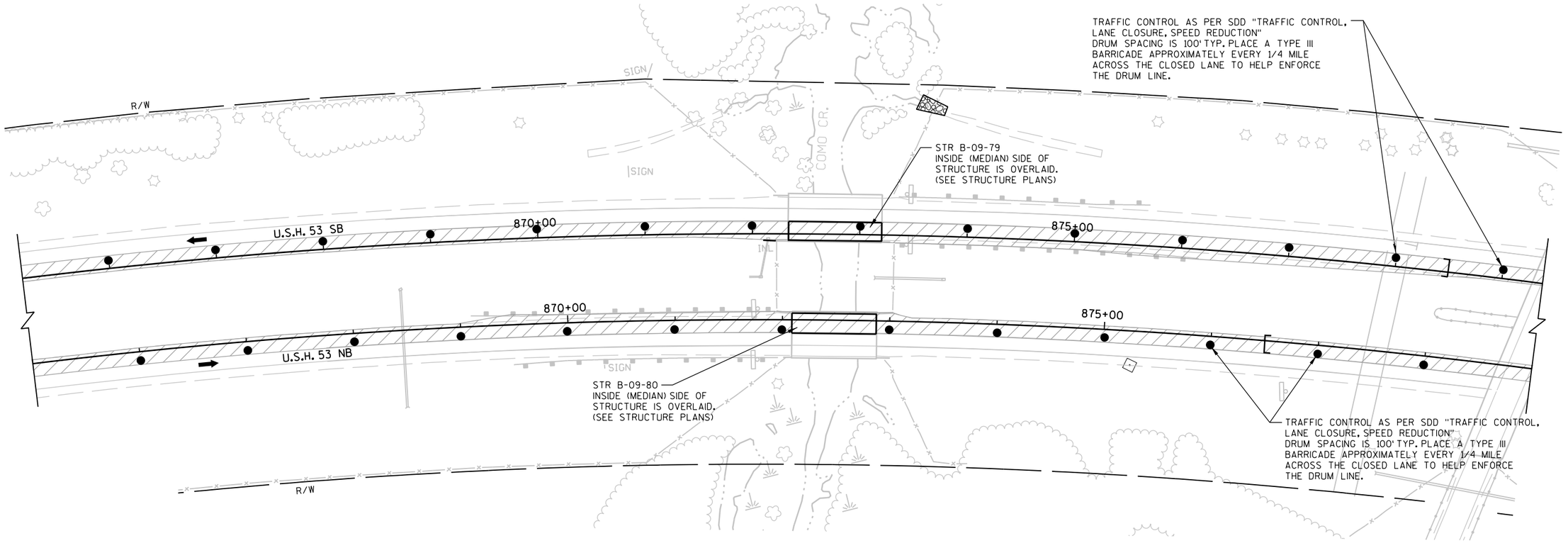
THE INSIDE (MEDIAN) LANE AND SHOULDER ARE RESURFACED.
TRAFFIC USES THE OUTSIDE LANE, EXIT RAMP REMAINS OPEN.

LEGEND

- DIRECTION OF TRAFFIC
- DRUM
- DRUM W/ WARNING LIGHT (TYPE C)
- FLAGS, 16"X16" MINIMUM (ORANGE)
- SIGN ON WOOD POST
- BARRICADES TYPE III WITHOUT, WITH SIGN (8' EQUIVALENT)
- WORK ZONE (CLOSED TO TRAFFIC)

PROJECT NO: 1190-05-75	HWY: U.S.H. 53	COUNTY: CHIPPEWA	TRAFFIC CONTROL	SHEET 31	E

2



STAGE 1&3

THE INSIDE (MEDIAN) LANE AND SHOULDER ARE RESURFACED.
TRAFFIC USES THE OUTSIDE LANE, EXIT RAMP REMAINS OPEN.

LEGEND

- DIRECTION OF TRAFFIC
- DRUM
- DRUM W/ WARNING LIGHT (TYPE C)
- SIGN ON WOOD POST
- BARRICADES TYPE III WITHOUT, WITH SIGN (8' EQUIVALENT)
- WORK ZONE (CLOSED TO TRAFFIC)

PROJECT NO: 1190-05-75	HWY: U.S.H. 53	COUNTY: CHIPPEWA	TRAFFIC CONTROL	SHEET 32	E

2

N

R1-2
48" X 42"

W03-2

ROAD WORK AHEAD
W20-1A

R/W

955+00

960+00

965+00

U.S.H. 53 SB

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION"
DRUM SPACING IS 100' TYP. PLACE A TYPE III BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE.

SIGN

INL

955+00

960+00

965+00

U.S.H. 53 NB

955+00

960+00

965+00

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION"
DRUM SPACING IS 100' TYP. PLACE A TYPE III BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE.

R/W

SIGN

LEGEND

- DIRECTION OF TRAFFIC
- DRUM
- DRUM W/ WARNING LIGHT (TYPE C)
- FLAGS, 16"X16" MINIMUM (ORANGE)
- SIGN ON WOOD POST
- BARRICADES TYPE III WITHOUT, WITH SIGN (8' EQUIVALENT)
- WORK ZONE (CLOSED TO TRAFFIC)

STAGE 1&3

THE INSIDE (MEDIAN) LANE AND SHOULDER ARE RESURFACED.
TRAFFIC USES THE OUTSIDE LANE, EXIT RAMP REMAINS OPEN.

PROJECT NO: 1190-05-75	HWY: U.S.H. 53	COUNTY: CHIPPEWA	TRAFFIC CONTROL	SHEET 33	E

2

2

N

45+00

S.T.H. 64

970+00

975+00

980+00

U.S.H. 53 SB

U.S.H. 53 NB

50+00

R/W

INL

SIGN

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION"
DRUM SPACING IS 100' TYP. PLACE A TYPE III BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE.

ROAD WORK AHEAD
W20-1A

500'

W03-2

YIELD
R1-2
48" X 42"

STAGE 1&3

THE INSIDE (MEDIAN) LANE AND SHOULDER ARE RESURFACED.
TRAFFIC USES THE OUTSIDE LANE, EXIT RAMP REMAINS OPEN.

LEGEND

- DIRECTION OF TRAFFIC
- DRUM
- DRUM W/ WARNING LIGHT (TYPE C)
- FLAGS, 16"X16" MINIMUM (ORANGE)
- SIGN ON WOOD POST
- BARRICADES TYPE III WITHOUT, WITH SIGN (8' EQUIVALENT)
- WORK ZONE (CLOSED TO TRAFFIC)

PROJECT NO: 1190-05-75	HWY: U.S.H. 53	COUNTY: CHIPPEWA	TRAFFIC CONTROL	SHEET 34	E

2

N

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION" DRUM SPACING IS 100' TYP. PLACE A TYPE III BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE.

③ ROAD WORK NEXT 6 MILES
G20-1
60" X 24"

SPEED LIMIT 55 ②
R2-1
48" X 60"

SPEED LIMIT 55
W03-5
48" X 48"
①

FOR ADVANCED WARNING SIGNING SEE SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS REDUCTION"

FOR TRAFFIC CONTROL SEE SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION"

R/W

SIGN

1005+00 1010+00 U.S.H. 53 SB 1015+00

END ROAD WORK
G20-2A
48" X 24"

SPEED LIMIT 65
R2-1
48" X 60"

1005+00 1010+00 U.S.H. 53 NB 1015+00

END PROJECT
STA 1013+50.00

END ROAD WORK
G20-2A
48" X 24"

100' 500'

SIGN

R/W

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION" DRUM SPACING IS 100' TYP. PLACE A TYPE III BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE.

STAGE 1&3

TRAFFIC IS TRANSITIONED TO ONE LANE, THE OUTSIDE LANE REMAINS OPEN TO TRAFFIC. THE INSIDE (MEDIAN) LANE AND SHOULDER ARE RESURFACED.

① TO BE MOUNTED ON BOTH SIDES OF THE ROADWAY 500 FEET BEYOND THE "ROAD WORK 1 MILE" SIGN.

② TO BE MOUNTED ON BOTH SIDES OF THE ROADWAY 500 FEET BEYOND THE "RIGHT LANE CLOSED 1/2 MILE" SIGN. THE SPEED LIMIT SIGN SHOULD ALSO BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. THERE SHOULD BE A SPEED LIMIT SIGN EVERY 2 OR 3 MILES.

③ TO BE PLACED ON BOTH SIDES OF THE ROAD ON THE LAST SIGN IN THE ADVANCED WARNING SIGNING AREA.

LEGEND

- DIRECTION OF TRAFFIC
- DRUM
- DRUM W/ WARNING LIGHT (TYPE C)
- SIGN ON WOOD POST
- BARRICADES TYPE III WITHOUT, WITH SIGN (8' EQUIVALENT)
- WORK ZONE (CLOSED TO TRAFFIC)

PROJECT NO: 1190-05-75	HWY: U.S.H. 53	COUNTY: CHIPPEWA	TRAFFIC CONTROL	SHEET 35	E

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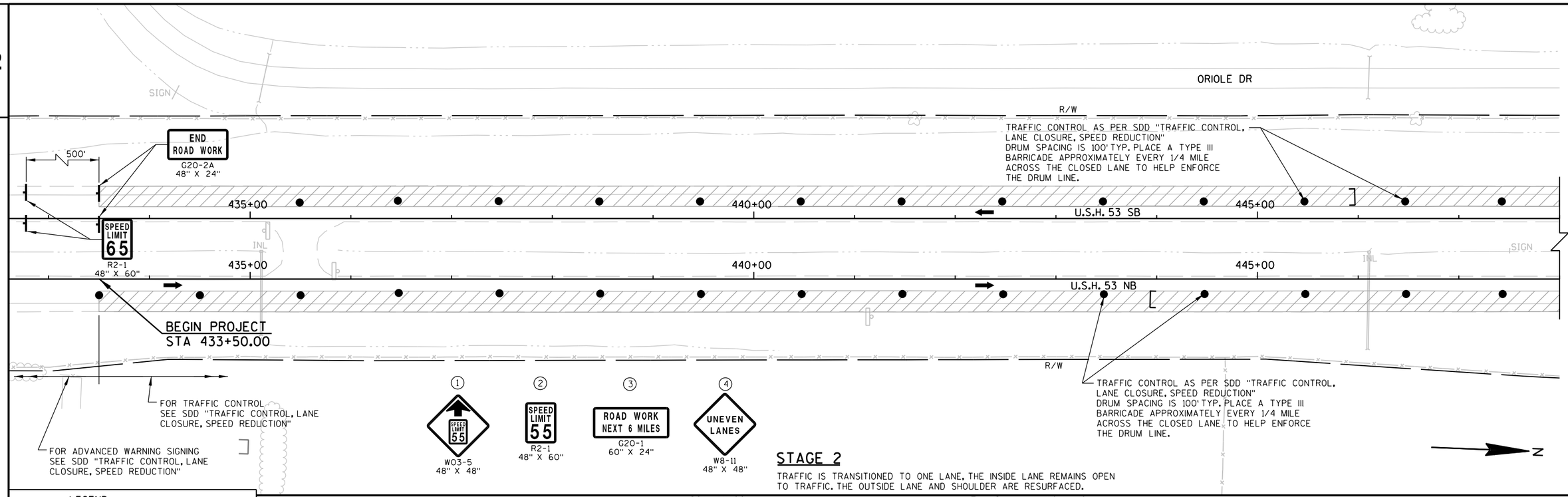


STAGE 2

TRAFFIC IS TRANSITIONED TO ONE LANE, THE INSIDE LANE REMAINS OPEN TO TRAFFIC. THE OUTSIDE LANE AND SHOULDER ARE RESURFACED.

LEGEND

- DIRECTION OF TRAFFIC
- DRUM
- DRUM W/ WARNING LIGHT (TYPE C)
- SIGN ON WOOD POST
- BARRICADES TYPE III WITHOUT, WITH SIGN (8' EQUIVALENT)
- WORK ZONE (CLOSED TO TRAFFIC)

1. TO BE MOUNTED ON BOTH SIDES OF THE ROADWAY 500 FEET BEYOND THE "ROAD WORK 1 MILE" SIGN.
2. TO BE MOUNTED ON BOTH SIDES OF THE ROADWAY 500 FEET BEYOND THE "RIGHT LANE CLOSED 1/2 MILE" SIGN. THE SPEED LIMIT SIGN SHOULD ALSO BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. THERE SHOULD BE A SPEED LIMIT SIGN EVERY 2 OR 3 MILES.
3. TO BE PLACED ON BOTH SIDES OF THE ROAD ON THE LAST SIGN IN THE ADVANCED WARNING SIGNING AREA.
4. TO BE MOUNTED ON BOTH SIDES OF THE ROADWAY 500 FEET BEFORE THE TEMPORARY WEDGE JOINT BEGINS, 500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP, AND EVERY 1/2 MILE IN THE TEMPORARY WEDGE JOINT LOCATIONS.

NOTES:

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE "WISCONSIN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (WMUTCD), A SUPPLEMENT TO THE FEDERAL HIGHWAY ADMINISTRATION'S "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".

THE EXACT NUMBER, LOCATION AND SPACING OF ALL TRAFFIC CONTROL DEVICES ARE APPROXIMATE AND SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

DURING HOURS OF DARKNESS ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH WARNING LIGHTS, TYPE A.

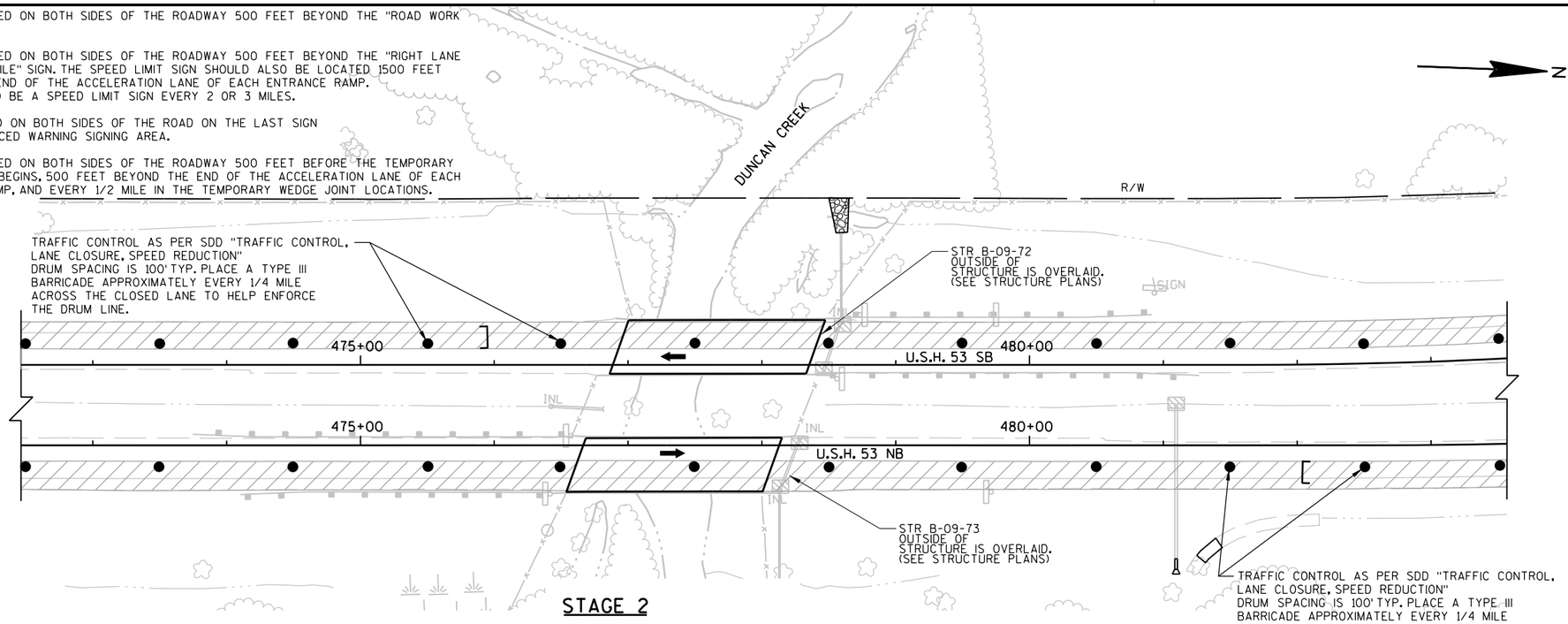
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ALL SIGNS OR PAVEMENT MARKING, TEMPORARY OR EXISTING, WHICH MAY CONFLICT WITH THE STAGING AND TRAFFIC CONTROL SHALL BE REMOVED OR COVERED.

FLAGING WILL BE REQUIRED FOR RAMP WORK.

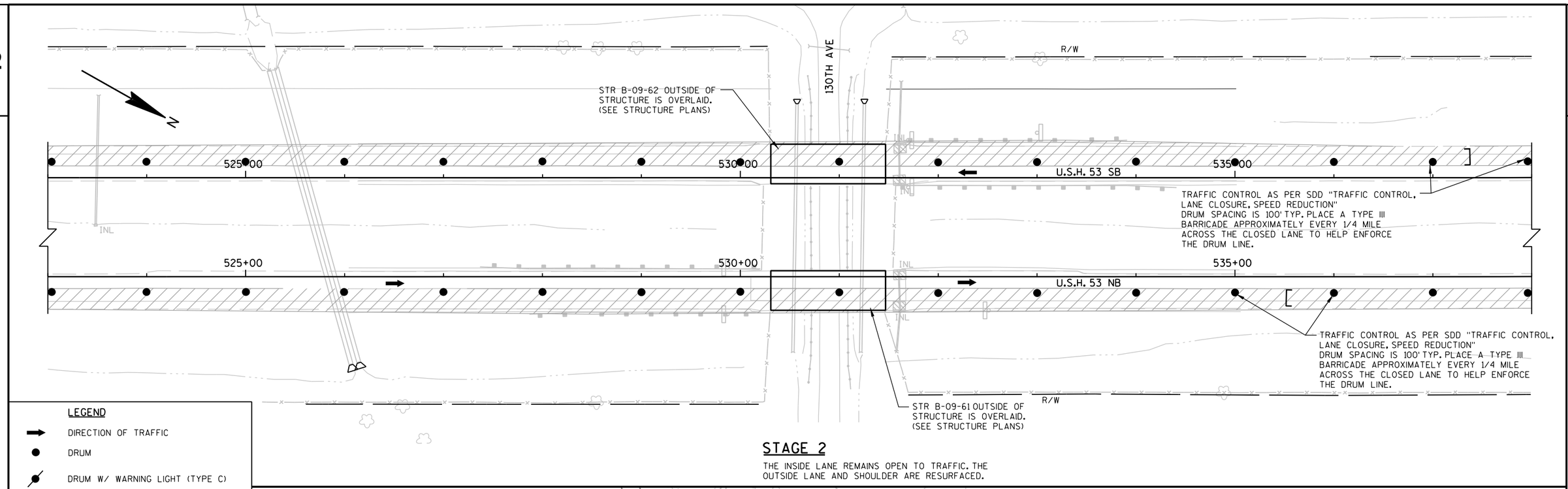


STAGE 2

THE INSIDE LANE REMAINS OPEN TO TRAFFIC. THE OUTSIDE LANE AND SHOULDER ARE RESURFACED.

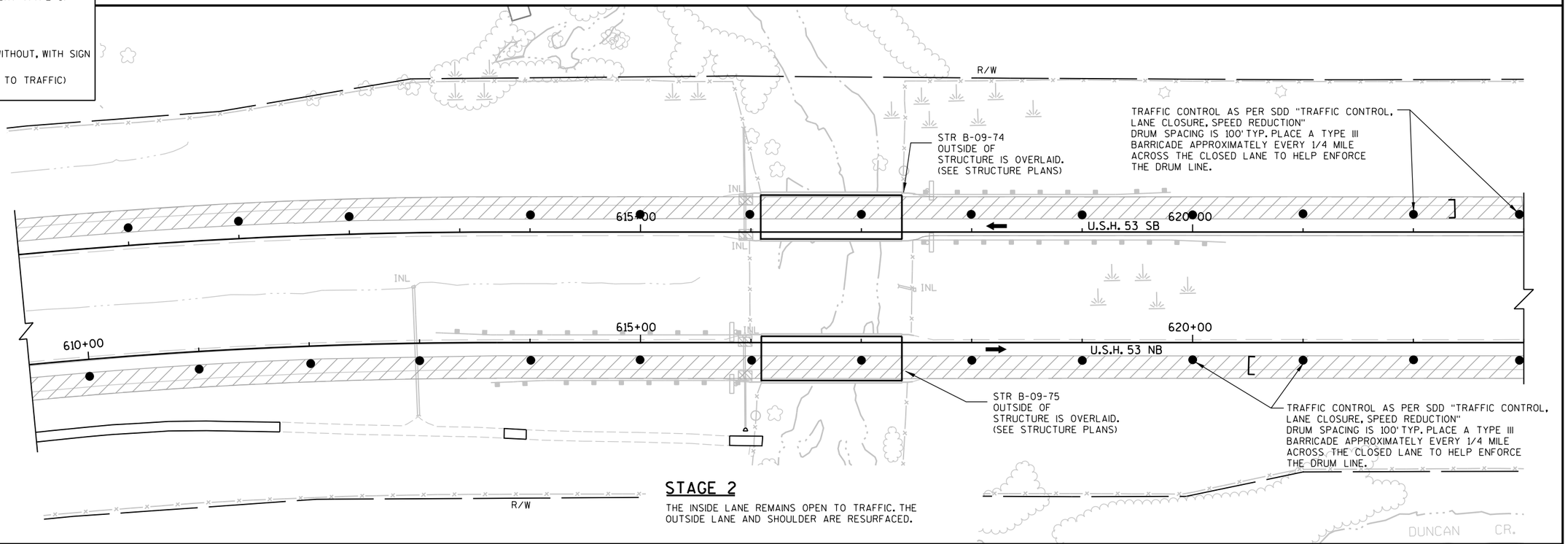
PROJECT NO: 1190-05-75	HWY: U.S.H. 53	COUNTY: CHIPPEWA	TRAFFIC CONTROL	SHEET 36	E

2



STAGE 2

THE INSIDE LANE REMAINS OPEN TO TRAFFIC. THE OUTSIDE LANE AND SHOULDER ARE RESURFACED.



STAGE 2

THE INSIDE LANE REMAINS OPEN TO TRAFFIC. THE OUTSIDE LANE AND SHOULDER ARE RESURFACED.

PROJECT NO: 1190-05-75	HWY: U.S.H. 53	COUNTY: CHIPPEWA	TRAFFIC CONTROL	SHEET 37	E

2

2

LEGEND

- DIRECTION OF TRAFFIC
- DRUM
- DRUM W/ WARNING LIGHT (TYPE C)
- SIGN ON WOOD POST
- BARRICADES TYPE III WITHOUT, WITH SIGN (8' EQUIVALENT)
- WORK ZONE (CLOSED TO TRAFFIC)

STR B-09-76 OUTSIDE OF STRUCTURE IS OVERLAID. (SEE STRUCTURE PLANS)

147TH AVE

R/W

630+00

635+00

U.S.H. 53 SB

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION" DRUM SPACING IS 100' TYP. PLACE A TYPE III BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE.

630+00

635+00

U.S.H. 53 NB

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION" DRUM SPACING IS 100' TYP. PLACE A TYPE III BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE.

STR B-09-77 OUTSIDE OF STRUCTURE IS OVERLAID. (SEE STRUCTURE PLANS)

R/W

N

STAGE 2

THE INSIDE LANE REMAINS OPEN TO TRAFFIC. THE OUTSIDE LANE AND SHOULDER ARE RESURFACED.

C.T.H. F

R/W

785+00

790+00

U.S.H. 53 SB

STR B-09-64 OUTSIDE OF STRUCTURE IS OVERLAID. (SEE STRUCTURE PLANS)

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION" DRUM SPACING IS 100' TYP. PLACE A TYPE III BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE.

785+00

790+00

U.S.H. 53 NB

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION" DRUM SPACING IS 100' TYP. PLACE A TYPE III BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE.

STR B-09-65 OUTSIDE OF STRUCTURE IS OVERLAID. (SEE STRUCTURE PLANS)

SIGN

R/W

STAGE 2

THE INSIDE LANE REMAINS OPEN TO TRAFFIC. THE OUTSIDE LANE AND SHOULDER ARE RESURFACED.

PROJECT NO: 1190-05-75	HWY: U.S.H. 53	COUNTY: CHIPPEWA	TRAFFIC CONTROL	SHEET 38	E

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2

2

N

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION" DRUM SPACING IS 100' TYP. PLACE A TYPE III BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE.

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN CLOSURE"

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION" DRUM SPACING IS 100' TYP. PLACE A TYPE III BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE.

U.S.H. 53 SB

U.S.H. 53 NB

S.T.H. 40

815+00 820+00 825+00

LEGEND

- DIRECTION OF TRAFFIC
- DRUM
- DRUM W/ WARNING LIGHT (TYPE C)
- SIGN ON WOOD POST
- BARRICADES TYPE III WITHOUT, WITH SIGN (8' EQUIVALENT)
- WORK ZONE (CLOSED TO TRAFFIC)

STAGE 2

THE OUTSIDE LANE AND SHOULDER ARE RESURFACED.
TRAFFIC USES THE INSIDE LANE, EXIT RAMP REMAINS OPEN.

PROJECT NO: 1190-05-75	HWY: U.S.H. 53	COUNTY: CHIPPEWA	TRAFFIC CONTROL	SHEET 39	E

2

2

N

S.T.H. 40

830+00

155+00

195+00

830+00

835+00

840+00

R/W

SIGN

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION"
DRUM SPACING IS 100' TYP. PLACE A TYPE III BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE.

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN CLOSURE"

U.S.H. 53 SB

U.S.H. 53 NB

INL

POOL

A/C

ANT.

PLAYGROUND

W

STAGE 2

THE OUTSIDE LANE AND SHOULDER ARE RESURFACED.
TRAFFIC USES THE INSIDE LANE, EXIT RAMP REMAINS OPEN.

LEGEND

- DIRECTION OF TRAFFIC
- DRUM
- DRUM W/ WARNING LIGHT (TYPE C)
- SIGN ON WOOD POST
- BARRICADES TYPE III WITHOUT, WITH SIGN (8' EQUIVALENT)
- WORK ZONE (CLOSED TO TRAFFIC)

PROJECT NO: 1190-05-75	HWY: U.S.H. 53	COUNTY: CHIPPEWA	TRAFFIC CONTROL	SHEET 40	E

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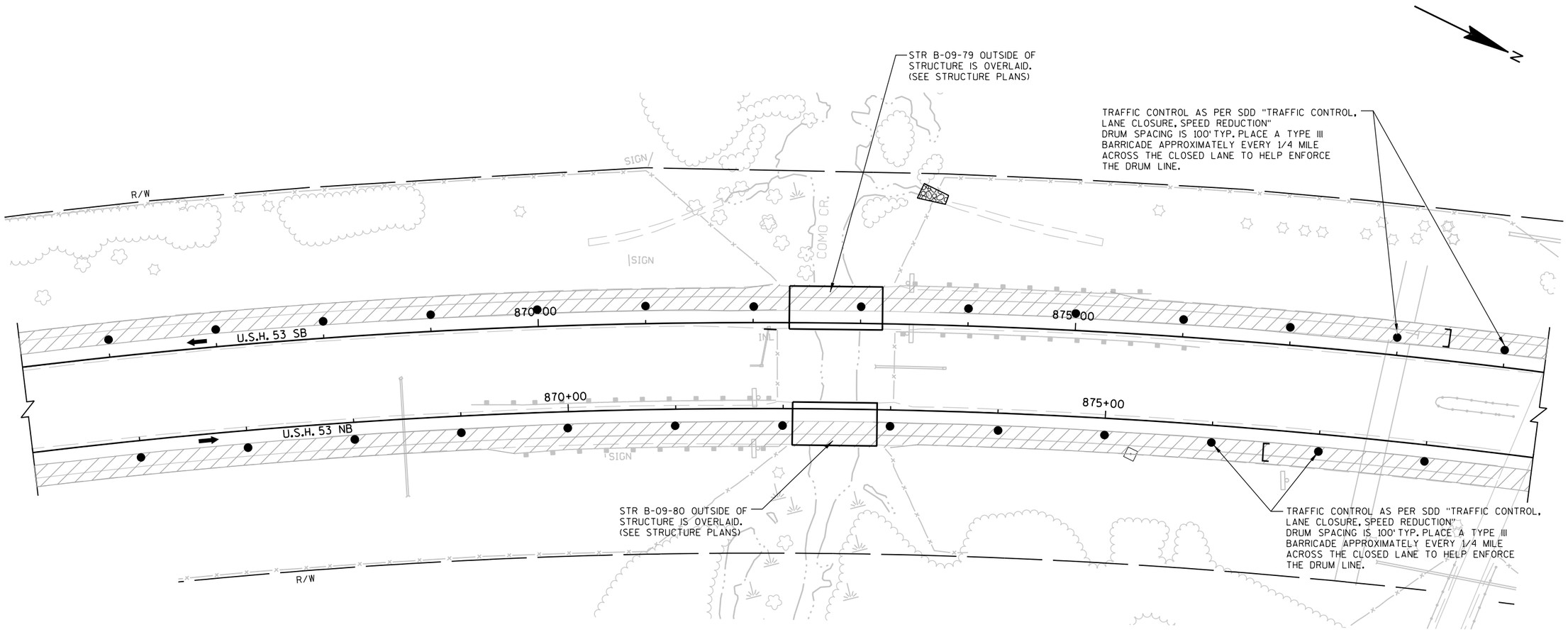
2



STAGE 2

THE INSIDE LANE REMAINS OPEN TO TRAFFIC. THE OUTSIDE LANE AND SHOULDER ARE RESURFACED.

LEGEND

- DIRECTION OF TRAFFIC
- DRUM
- DRUM W/ WARNING LIGHT (TYPE C)
- SIGN ON WOOD POST
- BARRICADES TYPE III WITHOUT, WITH SIGN (8' EQUIVALENT)
- WORK ZONE (CLOSED TO TRAFFIC)

PROJECT NO: 1190-05-75	HWY: U.S.H. 53	COUNTY: CHIPPEWA	TRAFFIC CONTROL	SHEET 41	E

2

N

R/W

955+00

960+00

965+00

SIGN

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN CLOSURE"

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION" DRUM SPACING IS 100' TYP. PLACE A TYPE III BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE.

U.S.H. 53 SB

INL

U.S.H. 53 NB

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION" DRUM SPACING IS 100' TYP. PLACE A TYPE III BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE.

LEGEND

- DIRECTION OF TRAFFIC
- DRUM
- DRUM W/ WARNING LIGHT (TYPE C)
- SIGN ON WOOD POST
- BARRICADES TYPE III WITHOUT, WITH SIGN (8' EQUIVALENT)
- WORK ZONE (CLOSED TO TRAFFIC)

STAGE 2

THE OUTSIDE LANE AND SHOULDER ARE RESURFACED.
TRAFFIC USES THE INSIDE LANE, EXIT RAMP REMAINS OPEN.

PROJECT NO: 1190-05-75	HWY: U.S.H. 53	COUNTY: CHIPPEWA	TRAFFIC CONTROL	SHEET 42	E

2

2

N

45+00

S.T.H. 64

970+00

975+00

980+00

R/W

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION"
DRUM SPACING IS 100' TYP. PLACE A TYPE III BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE.

970+00 975+00 U.S.H. 53 SB 980+00

INL

SIGN

50+00

970+00 975+00 980+00

U.S.H. 53 NB

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN CLOSURE"

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION"
DRUM SPACING IS 100' TYP. PLACE A TYPE III BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE.

975+00

970+00

980+00

R/W

LEGEND

- DIRECTION OF TRAFFIC
- DRUM
- DRUM W/ WARNING LIGHT (TYPE C)
- SIGN ON WOOD POST
- BARRICADES TYPE III WITHOUT, WITH SIGN (8' EQUIVALENT)
- WORK ZONE (CLOSED TO TRAFFIC)

STAGE 2

THE OUTSIDE LANE AND SHOULDER ARE RESURFACED.
TRAFFIC USES THE INSIDE LANE, EXIT RAMP REMAINS OPEN.

PROJECT NO: 1190-05-75	HWY: U.S.H. 53	COUNTY: CHIPPEWA	TRAFFIC CONTROL	SHEET 43	E

2

N

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION"
DRUM SPACING IS 100' TYP. PLACE A TYPE III BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE.

③ ROAD WORK NEXT 6 MILES
G20-1
60" X 24"

SPEED LIMIT 55
② R2-1
48" X 60"

SPEED LIMIT 55
W3-5
36" X 36"
①

FOR ADVANCED WARNING SIGNING SEE SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION"

FOR TRAFFIC CONTROL SEE SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION"

R/W

SIGN

1005+00 1010+00 1015+00

U.S.H. 53 SB

END ROAD WORK
G20-2A
48" X 24"

SPEED LIMIT 65
R2-1
48" X 60"

1005+00 1010+00 1015+00

U.S.H. 53 NB

SIGN

END ROAD WORK
G20-2A
48" X 24"

END PROJECT
STA 1013+50.00

100' 500'

R/W

TRAFFIC CONTROL AS PER SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION"
DRUM SPACING IS 100' TYP. PLACE A TYPE III BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE.

STAGE 2

TRAFFIC IS TRANSITIONED TO ONE LANE, THE INSIDE LANE REMAINS OPEN TO TRAFFIC. THE OUTSIDE LANE AND SHOULDER ARE RESURFACED.

① TO BE MOUNTED ON BOTH SIDES OF THE ROADWAY 500 FEET BEYOND THE "ROAD WORK 1 MILE" SIGN.

② TO BE MOUNTED ON BOTH SIDES OF THE ROADWAY 500 FEET BEYOND THE "RIGHT LANE CLOSED 1/2 MILE" SIGN. THE SPEED LIMIT SIGN SHOULD ALSO BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. THERE SHOULD BE A SPEED LIMIT SIGN EVERY 2 OR 3 MILES.

③ TO BE PLACED ON BOTH SIDES OF THE ROAD ON THE LAST SIGN IN THE ADVANCED WARNING SIGNING AREA.

LEGEND
- DIRECTION OF TRAFFIC
- DRUM
- DRUM W/ WARNING LIGHT (TYPE C)
- SIGN ON WOOD POST
- BARRICADES TYPE III WITHOUT, WITH SIGN (8' EQUIVALENT)
- WORK ZONE (CLOSED TO TRAFFIC)

PROJECT NO: 1190-05-75	HWY: U.S.H. 53	COUNTY: CHIPPEWA	TRAFFIC CONTROL	SHEET 44	E

FILE NAME : \\SEHCF1\Projects\UZ\W\Witnw\119996\CAD\025018_tc.dgn PLOT TIME : 1:31:43 PM PLOT DATE : 11/11/2015 PLOT BY : SEH PLOT NAME : PLOT SCALE : N/A

DATE 08DEC15 E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1190-05-75 QUANTITY
0010	203.0200	Removing Old Structure (station) 01. 733+83	LS	1.000	1.000
0020	204.0105	Removing Pavement Butt Joints	SY	14,924.000	14,924.000
0030	204.0110	Removing Asphaltic Surface	SY	178,575.000	178,575.000
0040	204.0115	Removing Asphaltic Surface Butt Joints	SY	8,708.000	8,708.000
0050	204.0120	Removing Asphaltic Surface Milling	SY	337,798.000	337,798.000
0060	204.0150	Removing Curb & Gutter	LF	8.000	8.000
0070	204.0175	Removing Concrete Slope Paving	SY	1,432.000	1,432.000
0080	204.0180	Removing Delineators and Markers	EACH	519.000	519.000
0090	206.2000	Excavation for Structures Culverts (structure) 01. C-9-14	LS	1.000	1.000
0100	210.0100	Backfill Structure	CY	45.000	45.000
0110	213.0100	Finishing Roadway (project) 01. 1190-05-75	EACH	1.000	1.000
0120	305.0110	Base Aggregate Dense 3/4-Inch	TON	1,250.000	1,250.000
0130	305.0500	Shaping Shoulders	STA	2,282.000	2,282.000
0140	416.0610	Drilled Tie Bars	EACH	3.000	3.000
0150	440.4410	Incentive IRI Ride	DOL	86,500.000	86,500.000
0160	455.0110	Asphaltic Material PG58-34	TON	1,500.000	1,500.000
0170	455.0145	Asphaltic Material PG64-34P	TON	2,186.000	2,186.000
0180	455.0605	Tack Coat	GAL	64,535.000	64,535.000
0190	460.1100	HMA Pavement Type E-0.3	TON	25,000.000	25,000.000
0200	460.1103	HMA Pavement Type E-3	TON	36,430.000	36,430.000
0210	460.2000	Incentive Density HMA Pavement	DOL	39,320.000	39,320.000
0220	465.0110	Asphaltic Surface Patching	TON	720.000	720.000
0230	465.0125	Asphaltic Surface Temporary	TON	4,220.000	4,220.000
0240	465.0400	Asphaltic Shoulder Rumble Strips	LF	226,265.000	226,265.000
0250	502.5005	Masonry Anchors Type L No. 5 Bars	EACH	33.000	33.000
0260	504.0100	Concrete Masonry Culverts	CY	16.000	16.000
0270	505.0400	Bar Steel Reinforcement HS Structures	LB	1,900.000	1,900.000
0280	509.5100.S	Polymer Overlay	SY	6,471.000	6,471.000
0290	511.1100	Temporary Shoring	SF	300.000	300.000
0300	516.0500	Rubberized Membrane Waterproofing	SY	4.000	4.000
0310	520.1018	Apron Endwalls for Culvert Pipe 18-Inch	EACH	3.000	3.000
0320	520.1030	Apron Endwalls for Culvert Pipe 30-Inch	EACH	1.000	1.000
0330	520.8700	Cleaning Culvert Pipes	EACH	52.000	52.000
0340	522.0118	Culvert Pipe Reinforced Concrete Class III 18-Inch	LF	8.000	8.000
0350	524.0124	Culvert Pipe Salvaged 24-Inch	LF	32.000	32.000
0360	524.0130	Culvert Pipe Salvaged 30-Inch	LF	20.000	20.000
0370	524.0148	Culvert Pipe Salvaged 48-Inch	LF	32.000	32.000
0380	524.0618	Apron Endwalls for Culvert Pipe Salvaged 18-Inch	EACH	15.000	15.000
0390	524.0624	Apron Endwalls for Culvert Pipe Salvaged 24-Inch	EACH	4.000	4.000
0400	524.0630	Apron Endwalls for Culvert Pipe Salvaged 30-Inch	EACH	3.000	3.000
0410	524.0636	Apron Endwalls for Culvert Pipe Salvaged 36-Inch	EACH	1.000	1.000
0420	524.0648	Apron Endwalls for Culvert Pipe Salvaged 48-Inch	EACH	5.000	5.000
0430	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	8.000	8.000
0440	604.0400	Slope Paving Concrete	SY	1,432.000	1,432.000
0450	606.0100	Riprap Light	CY	7.000	7.000
0460	606.0200	Riprap Medium	CY	6.000	6.000

3

DATE 08DEC15 E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1190-05-75 QUANTITY
0470	611.8115	Adjusting Inlet Covers	EACH	6.000	6.000
0480	612.0206	Pipe Underdrain Unperforated 6-Inch	LF	2.000	2.000
0490	612.0406	Pipe Underdrain Wrapped 6-Inch	LF	31.000	31.000
0500	618.0100	Maintenance And Repair of Haul Roads (project) 01. 1190-05-75	EACH	1.000	1.000
0510	619.1000	Mobilization	EACH	1.000	1.000
0520	624.0100	Water	MGAL	19.000	19.000
0530	628.1504	Silt Fence	LF	500.000	500.000
0540	628.1520	Silt Fence Maintenance	LF	500.000	500.000
0550	628.1905	Mobilizations Erosion Control	EACH	2.000	2.000
0560	628.1910	Mobilizations Emergency Erosion Control	EACH	2.000	2.000
0570	628.2004	Erosion Mat Class I Type B	SY	50.000	50.000
0580	628.7005	Inlet Protection Type A	EACH	5.000	5.000
0590	628.7504	Temporary Ditch Checks	LF	100.000	100.000
0600	633.0100	Delineator Posts Steel	EACH	519.000	519.000
0610	633.0500	Delineator Reflectors	EACH	692.000	692.000
0620	633.5200	Markers Culvert End	EACH	22.000	22.000
0630	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	33.000	33.000
0640	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	156.000	156.000
0650	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	27.000	27.000
0660	637.1220	Signs Type I Reflective SH	SF	200.000	200.000
0670	637.2210	Signs Type II Reflective H	SF	1,655.740	1,655.740
0680	637.2230	Signs Type II Reflective F	SF	323.750	323.750
0690	638.2601	Removing Signs Type I	EACH	2.000	2.000
0700	638.2602	Removing Signs Type II	EACH	252.000	252.000
0710	638.3000	Removing Small Sign Supports	EACH	218.000	218.000
0720	642.5001	Field Office Type B	EACH	1.000	1.000
0730	643.0100	Traffic Control (project) 01. 1190-05-75	EACH	1.000	1.000
0740	643.0300	Traffic Control Drums	DAY	153,139.000	153,139.000
0750	643.0420	Traffic Control Barricades Type III	DAY	10,062.000	10,062.000
0760	643.0705	Traffic Control Warning Lights Type A	DAY	16,856.000	16,856.000
0770	643.0715	Traffic Control Warning Lights Type C	DAY	8,980.000	8,980.000
0780	643.0800	Traffic Control Arrow Boards	DAY	468.000	468.000
0790	643.0900	Traffic Control Signs	DAY	7,640.000	7,640.000
0800	643.0920	Traffic Control Covering Signs Type II	EACH	4.000	4.000
0810	643.1050	Traffic Control Signs PCMS	DAY	234.000	234.000
0820	645.0130	Geotextile Fabric Type R	SY	39.000	39.000
0830	646.0600	Removing Pavement Markings	LF	390.000	390.000
0840	646.2304.S	Pavement Marking Grooved Wet Reflective Epoxy 4-Inch	LF	290,420.000	290,420.000
0850	646.2308.S	Pavement Marking Grooved Wet Reflective Epoxy 8-Inch	LF	8,687.000	8,687.000
0860	647.0566	Pavement Marking Stop Line Epoxy 18-Inch	LF	182.000	182.000
0870	647.0803	Pavement Marking Aerial Enforcement Bars Epoxy 24-Inch	LF	120.000	120.000
0880	649.0400	Temporary Pavement Marking Removable Tape 4-Inch	LF	7,670.000	7,670.000
0890	649.0402	Temporary Pavement Marking Paint 4-Inch	LF	261,415.000	261,415.000
0900	649.0801	Temporary Pavement Marking Removable Tape 8-Inch	LF	2,400.000	2,400.000
0910	650.8000	Construction Staking Resurfacing Reference	LF	136,475.000	136,475.000
0920	650.9910	Construction Staking Supplemental Control (project) 01. 1190-05-75	LS	1.000	1.000
0930	690.0150	Sawing Asphalt	LF	240.000	240.000

3

DATE 08DEC15 E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1190-05-75 QUANTITY
0940	690.0250	Sawing Concrete	LF	2,409.000	2,409.000
0950	715.0502	Incentive Strength Concrete Structures	DOL	500.000	500.000
0960	SPV.0035	Special 01. Continuously Reinforced Concrete Pavement Repair Special	CY	54.000	54.000
0970	SPV.0045	Special 01. Portable Changeable Message Sign (PCMS) Cellular Communications	DAY	234.000	234.000
0980	SPV.0090	Special 01. Regrade Ditch	LF	215.000	215.000
0990	SPV.0090	Special 02. Concrete Curb & Gutter Cure and Seal Treatment	LF	8.000	8.000
1000	SPV.0090	Special 03. Cleaning Concrete Channels	LF	485.000	485.000
1010	SPV.0105	Special 01.Preparation Of Foundation For Asphalt Paving Special, Project 1190-05-75	LS	1.000	1.000
1020	SPV.0105	Special 02. Material Transfer Vehicle, Project 1190-05-75	LS	1.000	1.000
1030	SPV.0105	Special 03. Milling and Removing Temporary Joint	LS	1.000	1.000
1040	SPV.0170	Special 01. Reheating HMA Pavement Longitudinal Joints Special	STA	1,148.000	1,148.000
1050	SPV.0195	Special 01. Asphaltic Surface Special	TON	8,240.000	8,240.000
1060	SPV.0195	Special 02. HMA Pavement Type SMA Special	TON	42,860.000	42,860.000
1070	SPV.0195	Special 03. SMA Pavement Compaction Acceptance	TON	40,000.000	40,000.000

3

REMOVING

STATION	-	STATION	LOCATION	204.0110 ASPHALTIC SURFACE SY	204.0120 ASPHALTIC SURFACE MILLING SY	204.0150 CURB & GUTTER LF	204.0175 CONCRETE SLOPE PAVING SY
USH 53 NB							
481+17	-	482+16	RT				22
433+50	-	476+66	LT & RT	6714	11509		
478+13	-	530+30	LT & RT	8115	13912		
531+47	-	616+09	LT & RT	13163	22565		
607+09	-	616+10	RT				567
616+09	-	631+62	LT & RT	2416	4141		
632+77	-	785+83	LT & RT	23809	40816		
742+32	-	743+77	RT				159
787+23	-	872+09	LT & RT	13200	22630		
872+88	-	1013+50	LT & RT	21874	37503		
USH 53 SB							
433+50	-	476+88	LT & RT	6748	11568		
478+35	-	530+30	LT & RT	8081	13853		
531+47	-	616+09	LT & RT	13163	22565		
616+09	-	631+58	LT & RT	2410	4131		
632+73	-	785+62	LT & RT	23785	40771		
787+02	-	872+34	LT & RT	13272	22752		
802+14	-	803+64	LT				167
872+12	-	872+20	LT & RT			8	
873+20	-	1013+50	LT & RT	21825	37415		
901+41	-	910+26	LT				200
932+06	-	934+92	LT				318
STH 40							
153+07	-	157+82			2081		
160+99	-	164+47			2050		
RAMP A					3607		
RAMP B					2746		
RAMP C					2543		
RAMP D					3521		
STH 64							
43+67	-	48+32			1519		
50+84	-	55+52			1620		
RAMP A					3040		
RAMP B					2898		
RAMP C					2838		
RAMP D					3204		
ITEM TOTALS				178575	337798	8	1432

REMOVING DELINEATORS AND MARKERS

STATION	-	STATION	LOCATION	204.0180 EACH
USH 53 NB				
433+50	-	488+00	RT	14
488+00	-	538+00	RT	13
538+00	-	588+00	RT	13
588+00	-	638+00	RT	13
638+00	-	688+00	RT	13
688+00	-	738+00	RT	13
738+00	-	788+00	RT	13
788+00	-	846+00	RT	25
846+00	-	896+00	RT	13
896+00	-	946+00	RT	13
946+00	-	996+00	RT	25
996+00	-	1013+50	RT	5
USH 53 SB				
433+50	-	488+00	LT	14
488+00	-	538+00	LT	13
538+00	-	588+00	LT	13
588+00	-	638+00	LT	13
638+00	-	688+00	LT	13
688+00	-	738+00	LT	13
738+00	-	788+00	LT	13
788+00	-	846+00	LT	25
846+00	-	896+00	LT	13
896+00	-	946+00	LT	13
946+00	-	996+00	LT	25
996+00	-	1013+50	LT	5
STH 40				
804+68	-	830+26	RAMP A	26
805+43	-	823+53	RAMP C	18
822+87	-	848+33	RAMP D	25
829+74	-	847+72	RAMP B	18
STH 64				
944+99	-	968+79	RAMP A	24
949+30	-	968+75	RAMP C	19
967+54	-	991+45	RAMP D	24
967+57	-	986+82	RAMP B	19
ITEM TOTAL				519

REMOVING

STATION	-	STATION	LOCATION	204.0115 ASPHALTIC SURFACE BUTT JOINTS SY	204.0105 PAVEMENT BUTT JOINTS SY
USH 53 NB					
433+50	-	435+50	LT & RT	311	533
474+66	-	476+66	B-09-73	311	533
478+13	-	480+13	B-09-73	311	533
528+31	-	530+31	B-09-61	311	533
531+47	-	533+47	B-09-61	311	533
614+09	-	616+09	B-09-75	311	533
617+37	-	619+37	B-09-75	311	533
629+62	-	631+62	B-09-77	311	533
632+77	-	634+77	B-09-77	311	533
783+80	-	785+80	B-09-65	311	533
787+20	-	789+20	B-09-65	311	533
870+09	-	872+09	B-09-80	311	533
872+88	-	874+88	B-09-80	311	533
1011+50	-	1013+50	LT & RT	311	533
USH 53 SB					
433+50	-	435+50	LT & RT	311	533
474+89	-	476+89	B-09-72	311	533
478+35	-	480+35	B-09-72	311	533
528+31	-	530+31	B-09-62	311	533
531+47	-	533+47	B-09-62	311	533
614+09	-	616+09	B-09-74	311	533
617+37	-	619+37	B-09-74	311	533
629+58	-	631+58	B-09-76	311	533
632+73	-	634+73	B-09-76	311	533
783+64	-	785+64	B-09-64	311	533
787+04	-	789+04	B-09-64	311	533
870+34	-	872+34	B-09-79	311	533
873+21	-	875+21	B-09-79	311	533
1011+50	-	1013+50	LT & RT	311	533
ITEM TOTALS				8708	14924

BASE AGGREGATE DENSE 3/4-INCH, SHAPING SHOULDERS, AND WATER

STATION - STATION	LOCATION	305.0110 TON	305.0500 STA	WATER 624.0100 MGAL	REMARKS
USH 53 NB					
433+50 - 476+66	LT	37	43	0.6	
433+50 - 476+66	RT	10	43	0.1	
478+13 - 530+30	LT	45	52	0.7	
478+13 - 530+30	RT	12	52	0.2	
531+47 - 616+09	LT	73	84	1.1	
531+47 - 616+09	RT	19	84	0.3	
616+09 - 631+62	LT	13	15	0.2	
616+09 - 631+62	RT	3	15	0.1	
632+77 - 785+83	LT	133	153	2.0	
632+77 - 785+83	RT	34	153	0.5	
787+23 - 872+09	LT	74	84	1.1	
787+23 - 872+09	RT	19	84	0.3	
872+88 - 1013+50	LT	122	140	1.8	
872+88 - 1013+50	RT	31	140	0.5	
USH 53 SB					
433+50 - 476+88	LT	10	43	0.1	
433+50 - 476+88	RT	38	43	0.6	
478+35 - 530+30	LT	12	51	0.2	
478+35 - 530+30	RT	45	51	0.7	
531+47 - 616+09	LT	19	84	0.3	
531+47 - 616+09	RT	73	84	1.1	
616+09 - 631+58	LT	3	15	0.1	
616+09 - 631+58	RT	13	15	0.2	
632+73 - 785+62	LT	34	152	0.5	
632+73 - 785+62	RT	133	152	2.0	
787+02 - 872+34	LT	19	85	0.3	
787+02 - 872+34	RT	74	85	1.1	
873+20 - 1013+50	RT	31	140	0.5	
873+20 - 1013+50		122	140	1.8	
ITEM TOTALS		1250	2282	19.0	

ASPHALTIC SURFACE

STATION - STATION	LOCATION	455.0110 ASPHALTIC MATERIAL PG58-34 TON	455.0145 ASPHALTIC MATERIAL PG64-34P TON	* 455.0605 TACK COAT GAL	460.1100 HMA PAVEMENT TYPE E-0.3 TON	460.1103 HMA PAVEMENT TYPE E-3 TON	SPV.0170.01 REHEATING HMA LONGITUDINAL JOINTS SPECIAL STA	SPV.0195.01 ASPHALTIC SURFACE SPECIAL TON	SPV.0195.02 HMA PAVEMENT TYPE SMA SPECIAL TON	**	SPV.0195.03 SMA PAVEMENT COMPACTION ACCEPTANCE TON	REMARKS
USH 53 NB												
433+50 - 476+66		56	82	2187	940	1370	43		1504	107	1504	
478+13 - 530+30		68	99	2643	1136	1656	52		1818	130	1818	
531+47 - 616+09		111	161	4287	1843	2685	85		2947	211	2947	
616+09 - 631+62		20	30	787	338	493	16		541	39	541	
632+77 - 785+83		200	291	7755	3333	4857	153		5333	381	5333	
787+23 - 872+09		111	162	4300	1848	2693	85		2957	211	2957	
872+88 - 1013+50		184	268	7125	3062	4462	141		4900	350	4900	
USH 53 SB												
433+50 - 476+88		57	83	2198	945	1377	43		1512	108	1512	
478+35 - 530+30		68	99	2632	1131	1649	52		1810	129	1810	
531+47 - 616+09		111	161	4287	1843	2685	85		2949	211	2949	
616+09 - 631+58		20	30	785	337	492	15		540	39	540	
632+73 - 785+62		200	291	7746	3330	4852	153		5327	381	5327	
787+02 - 872+34		111	162	4323	1858	2707	85		2973	212	2973	
873+20 - 1013+50		183	267	7109	3055	4452	140		4889	351	4889	
STH 40												
153+07 - 157+82				250				350				
160+99 - 164+47				246				344				
RAMP A				335				626				
RAMP B				249				465				
RAMP C				240				449				
RAMP D				340				635				
STH 64												
43+67 - 48+32				182				255				
50+84 - 55+52				194				272				
RAMP A				457				1280				
RAMP B				275				514				
RAMP C				273				510				
RAMP D				385				538				
WEDGING AND LEVELING				1432				2003				
SUBTOTAL									40000	2860		
ITEM TOTALS		1500	2186	63023	25000	36430	1148	8240	42860		40000	

* QUANTITY ALSO SHOWN ELSEWHERE.
** TEMPORARY WEDGE JOINT

ASPHALTIC SURFACE PATCHING

STATION - STATION	LOCATION	465.0110 TON	REMARKS
USH 53			
433+50 - 1013+50	LT & RT	200	CONC PAVT REPAIR
433+50 - 1013+50	LT & RT	450	MINOR REPAIRS
STH 40			
153+07 - 164+47	LT & RT	35	MINOR REPAIRS
STH 64			
43+67 - 55+52	LT & RT	35	MINOR REPAIRS
ITEM TOTAL		720	

ASPHALTIC SURFACE TEMPORARY

STATION - STATION	LOCATION	* 455.0605 TACK COAT GAL	465.0125 TON
USH 53 NB			
433+50 - 488+00	RT	73	199
488+00 - 538+00	RT	65	182
538+00 - 588+00	RT	67	187
588+00 - 638+00	RT	63	177
638+00 - 688+00	RT	67	187
688+00 - 738+00	RT	67	187
738+00 - 788+00	RT	65	181
788+00 - 846+00	RT	72	203
846+00 - 896+00	RT	66	184
896+00 - 946+00	RT	67	187
946+00 - 996+00	RT	60	169
996+00 - 1013+50	RT	23	65
USH 53 SB			
433+50 - 488+00	LT	73	203
488+00 - 538+00	LT	65	182
538+00 - 588+00	LT	67	187
588+00 - 638+00	LT	63	177
638+00 - 688+00	LT	67	187
688+00 - 738+00	LT	67	187
738+00 - 788+00	LT	65	181
788+00 - 846+00	LT	72	201
846+00 - 896+00	LT	66	183
896+00 - 946+00	LT	67	187
946+00 - 996+00	LT	62	172
996+00 - 1013+50	LT	23	65
ITEM TOTAL		1512	4220

FILLING OUTSIDE LANE RUMBLE STRIPS DURING TEMPORARY STAGING
* QUANTITY ALSO SHOWN ELSEWHERE.

ASPHALTIC SHOULDER RUMBLE STRIP

STATION - STATION	LOCATION	465.0400 LF	REMARKS
USH 53 NB			
433+50 - 488+00	LT & RT	10900	
488+00 - 538+00	LT & RT	9768	
538+00 - 588+00	LT & RT	10000	
588+00 - 638+00	LT & RT	9476	
638+00 - 688+00	LT & RT	10000	
688+00 - 738+00	LT & RT	10000	
738+00 - 788+00	LT & RT	9722	
788+00 - 846+00	LT & RT	10854	
846+00 - 896+00	LT & RT	9842	
896+00 - 946+00	LT & RT	10000	
946+00 - 996+00	LT & RT	9030	
996+00 - 1013+50	LT & RT	3500	
USH 53 SB			
433+50 - 488+00	LT & RT	10900	
488+00 - 538+00	LT & RT	9768	
538+00 - 588+00	LT & RT	10000	
588+00 - 638+00	LT & RT	9476	
638+00 - 688+00	LT & RT	10000	
688+00 - 738+00	LT & RT	10000	
738+00 - 788+00	LT & RT	9722	
788+00 - 846+00	LT & RT	10750	
846+00 - 896+00	LT & RT	9826	
896+00 - 946+00	LT & RT	10000	
946+00 - 996+00	LT & RT	9231	
996+00 - 1013+50	LT & RT	3500	
ITEM TOTAL		226265	

CONCRETE CURB & GUTTER

STATION - STATION	LOCATION	416.0610 DRILLED TIE BARS EACH	601.0409 30-INCH TYPE A LF	SPV.0090.02 CURE AND SEAL TREATMENT LF
USH 53 SB				
872+12 - 872+20	RT	3	8	8
ITEM TOTALS		3	8	8

3

CULVERT PIPE

STATION - STATION	LOCATION	520.1018 APRON ENDWALLS 18-INCH EACH	520.1030 APRON ENDWALLS 30-INCH EACH	520.8700 CLEANING CULVERT PIPES EACH	522.0118 CULVERT PIPE REINFORCED CONCRETE CLASS III 18-INCH LF	524.0124 CULVERT PIPE SALVAGED 24-INCH LF	524.0130 CULVERT PIPE SALVAGED 30-INCH LF	524.0148 CULVERT PIPE SALVAGED 48-INCH LF	524.0618 APRON ENDWALLS SALVAGED 18-INCH EACH	524.0624 APRON ENDWALLS SALVAGED 24-INCH EACH	524.0630 APRON ENDWALLS SALVAGED 30-INCH EACH	524.0636 APRON ENDWALLS SALVAGED 36-INCH EACH	524.0648 APRON ENDWALLS SALVAGED 48-INCH EACH	SPV.0090.01 REGRADE DITCH LF
USH 53 NB														
446+11	LT & RT			1										
481+10	RT			1		8			1					
525+86	RT			1									2	
530+55	LT			1							1			
531+23	LT										1			
554+58	RT													20
612+97	LT & RT			1										
624+94	LT & RT			1										
631+46	RT			1										10
633+92	LT & RT			1										
648+94	LT & RT											1		
658+00	LT & RT			1		16				1				
704+53	RT													10
721+24	RT								1					
731+38	RT													15
733+83	LT & RT			1										
785+30	LT & RT			1									1	
786+11	LT & RT			1										
786+89	LT & RT			1		8			1					
787+43	RT			1										
792+70	LT & RT			1										
799+70	RT													10
801+30	LT & RT			2										
809+71	LT & RT			1										
816+75	RT			1										
818+72	LT & RT			1										
828+92	RT								1					
828+94	RT			1										
830+72	LT & RT	1							1					
840+71	LT									1				
847+71	RT								1					
853+20	LT			1										
863+54	RT								1					10
871+90	RT			1										
877+52	RT									1				
886+25	RT								1					
901+20	LT							16					1	
944+75	LT													15
954+07	LT													10
961+92	LT & RT			1										
962+00	RT								1					
981+05	RT													20
997+80	RT													10
1007+22	LT & RT			1										
SHEET SUBTOTALS		1	0	25	0	32	0	16	9	3	2	1	4	130

CULVERT PIPE CONT.

STATION - STATION	LOCATION	520.1018 APRON ENDWALLS 18-INCH EACH	520.1030 APRON ENDWALLS 30-INCH EACH	520.8700 CLEANING CULVERT PIPES EACH	522.0118 CULVERT PIPE REINFORCED CONCRETE CLASS III 18-INCH LF	524.0124 CULVERT PIPE SALVAGED 24-INCH LF	524.0130 CULVERT PIPE SALVAGED 30-INCH LF	524.0148 CULVERT PIPE SALVAGED 48-INCH LF	524.0618 APRON ENDWALLS SALVAGED 18-INCH EACH	524.0624 APRON ENDWALLS SALVAGED 24-INCH EACH	524.0630 APRON ENDWALLS SALVAGED 30-INCH EACH	524.0636 APRON ENDWALLS SALVAGED 36-INCH EACH	524.0648 APRON ENDWALLS SALVAGED 48-INCH EACH	SPV.0090.01 REGRADE DITCH LF
USH 53 SB														
453+12	LT & RT			1										10
460+11	LT & RT			1										
478+60	LT													5
501+49	LT								1					
506+52	LT & RT			1										10
523+48	LT													10
531+24	LT & RT			1										
540+51	LT													10
563+59	LT & RT			1										10
588+56	LT & RT			1										10
595+55	LT & RT			1					1					
605+56	LT & RT			1										
615+94	RT			1										
615+94	LT & RT			1										
631+42	LT & RT			1										
682+44	LT & RT			1										
698+60	LT							16					1	
748+48	LT & RT			1					1					
818+65	LT			1										
818+72	LT & RT			1										
872+08	RT			1										
897+24	LT & RT			1					1					
925+26	LT	1			8									
975+69	LT			1										
981+05	LT										1			
989+06	LT & RT			1										
997+80	LT & RT			1										
RAMP CONTINGENCY		1	1	7			20		2	1				20
SHEET SUBTOTALS		2	1	27	8	0	20	16	6	1	1	0	1	85
ITEM TOTALS		3	1	52	8	32	20	32	15	4	3	1	5	215

RIPRAP

STATION - STATION	606.0100 LIGHT CY	606.0200 MEDIUM CY	645.0130 GEOTEXTILE FABRIC TYPE R SY
USH 53 NB			
721+24	4		12
USH 53 SB			
478+60	3		9
873+65		6	18
ITEM TOTALS	7	6	39

ADJUSTING INLET COVERS

STATION - STATION	LOCATION	611.8115 EACH
USH 53		
501+49 SB	MEDIAN	1
787+10 SB	BRIDGE	1
787+43 NB	BRIDGE	1
872+14 SB	BRIDGE	1
RAMP CONTINGENCY		2
ITEM TOTAL		6

MOBILIZATIONS EROSION CONTROL

STATION - STATION	628.1905 EROSION CONTRCL EACH	628.1910 EMERGENCY EROSION CONTROL EACH
USH 53	2	2
ITEM TOTALS	2	2

MARKERS CULVERT END

STATION	LOCATION	633.5200 EACH
USH 53 NB		
530+55	LT	1
531+23	LT	1
632+50	LT & RT	2
648+94	RT	1
658+00	LT	1
765+38	RT	1
828+94	RT	2
873+48	MEDIAN	1
879+12	RT	1
USH 53 SB		
460+11	MEDIAN	1
493+10	LT & RT	2
531+24	LT	1
617+48	LT & RT	2
879+82	LT	1
RAMP CONTINGENCY		4
ITEM TOTALS		22

EROSION CONTROL ITEMS

STATION	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.2004 EROSION MAT CLASS I TYPE B SY	628.7005 INLET PROTECTION TYPE A EACH	628.7504 TEMPORARY DITCH CHECKS LF
USH 53						
UNDISTRIBUTED		500	500	50	5	100
ITEM TOTALS		500	500	50	5	100

DELINEATORS

STATION	LOCATION	633.0100 DELINEATOR POSTS STEEL EACH	633.0500 DELINEATOR REFLECTORS EACH
USH 53 NB			
433+50 - 488+00	RT	14	14
488+00 - 538+00	RT	13	13
538+00 - 588+00	RT	13	13
588+00 - 638+00	RT	13	13
638+00 - 688+00	RT	13	13
688+00 - 738+00	RT	13	13
738+00 - 788+00	RT	13	13
788+00 - 846+00	RT	25	25
846+00 - 896+00	RT	13	13
896+00 - 946+00	RT	13	13
946+00 - 996+00	RT	25	25
996+00 - 1013+50	RT	5	5
USH 53 SB			
433+50 - 488+00	LT	14	14
488+00 - 538+00	LT	13	13
538+00 - 588+00	LT	13	13
588+00 - 638+00	LT	13	13
638+00 - 688+00	LT	13	13
688+00 - 738+00	LT	13	13
738+00 - 788+00	LT	13	13
788+00 - 846+00	LT	25	25
846+00 - 896+00	LT	13	13
896+00 - 946+00	LT	13	13
946+00 - 996+00	LT	25	25
996+00 - 1013+50	LT	5	5
STH 40			
804+68 - 830+26	RAMP A	26	52
805+43 - 823+53	RAMP C	18	36
822+87 - 848+33	RAMP D	25	50
829+74 - 847+72	RAMP B	18	36
STH 64			
944+99 - 968+79	RAMP A	24	48
949+30 - 968+75	RAMP C	19	38
967+54 - 991+45	RAMP D	24	48
967+57 - 986+82	RAMP B	19	38
ITEM TOTALS		519	692

SIGNING ITEMS

SIGN GROUP NUMBER	SIGN CODE	SIGN MESSAGE	SIGN SIZE W X H (INCHES)	637.1220 SIGNS TYPE I REFLECTIVE SH SF	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0614 POSTS WOOD 4X6-INCH X 14-FT EACH	634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH	634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH	638.2601 REMOVING SIGNS TYPE I EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
1-1	R3-B	No U-Turn Symbol	36x48		12.00			1			1	1	
		Except Maintenance And Police Authorized Vehicles											
1-2		BLUE LODGING											EXISTING SIGN TO REMAIN
1-3	R3-4B	No U-Turn Symbol	36x48		12.00			1			1	1	
		Except Maintenance And Police Authorized Vehicles											
1-4	J4-1	NORTH	36x51		12.75			1			1	1	
		53									1		
1-5	D12-4	WISCONSIN ROAD EMERGENCY CELLULAR 911	72x48		24.00				2		1	2	
	D12-4	WISCONSIN ROAD EMERGENCY CELLULAR 911	72x48		24.00						1		
1-6	R2-1	SPEED LIMIT 70	48x60		20.00				2		1	2	
1-7	M1-94	HWY Q	54x21		7.88			2			1	2	
1-8	W5-52R	BRIDGE HASH MARKS	18x54			6.75		1			1	1	
1-9	W5-52L	BRIDGE HASH MARKS	18x54			6.75		1			1	1	
1-10	D10-3	MILE 104	12x48		4.00			1			1	1	
1-11		EXIT 102	120x24										EXISTING SIGN TO REMAIN
		B TILDEN 1 MILE	132x120										EXISTING SIGN TO REMAIN
1-12	M1-94	HWY Q	54x21		7.88			2			1	2	
1-13		BLOOMER 8 CAMERON 34 SUPERIOR 130	180x84	105.00						1			EXISTING SUPPORTS TO REMAIN
1-14	W5-52L	BRIDGE HASH MARKS	18x54			6.75		1			1	1	
1-15	W5-52R	BRIDGE HASH MARKS	18x54			6.75		1			1	1	
1-16	D10-3	MILE 104	12x48		4.00			1			1	1	
2-1	W5-52R	BRIDGE HASH MARKS	18x54			6.75		1			1	1	
2-2	W5-52L	BRIDGE HASH MARKS	18x54			6.75		1			1	1	
2-3	D10-3	MILE 105	12x48		4.00			1			1	1	
2-4	R3-4B	No U-Turn Symbol	36x48		12.00			1			1	1	
		Except Maintenance And Police Authorized Vehicles											
2-5	W5-52L	BRIDGE HASH MARKS	18x54			6.75		1			1	1	
2-6	W5-52R	BRIDGE HASH MARKS	18x54			6.75		1			1	1	
2-7	D10-3	MILE 105	12x48		4.00			1			1	1	
2-8	R3-4B	No U-Turn Symbol	36x48		12.00			1			1	1	
		Except Maintenance And Police Authorized Vehicles											
3-1	D10-3	MILE 106	12x48		4.00			1			1	1	
3-2	D10-3	MILE 106	12x48		4.00			1			1	1	
4-1	W5-52R	BRIDGE HASH MARKS	18x54			6.75		1			1	1	
4-2	W5-52L	BRIDGE HASH MARKS	18x54			6.75		1			1	1	
4-3	W5-52R	BRIDGE HASH MARKS	18x54			6.75		1			1	1	
4-4	W5-52L	BRIDGE HASH MARKS	18x54			6.75		1			1	1	
4-5	D10-3	MILE 107	12x48		4.00			1			1	1	
4-6	W5-52L	BRIDGE HASH MARKS	18x54			6.75		1			1	1	
4-7	W5-52R	BRIDGE HASH MARKS	18x54			6.75		1			1	1	
4-8	W5-52L	BRIDGE HASH MARKS	18x54			6.75		1			1	1	
4-9	W5-52R	BRIDGE HASH MARKS	18x54			6.75		1			1	1	
4-10	D10-3	MILE 107	12x48		4.00			1			1	1	
5-1	R3-4B	No U-Turn Symbol	36x48		12.00			1			1	1	
		Except Maintenance And Police Authorized Vehicles											
5-2	M1-94	HWY Q	54x21		7.88			2			1	2	
5-3	D10-3	MILE 108	12x48		4.00			1			1	1	
5-4	R3-4B	No U-Turn Symbol	36x48		12.00			1			1	1	
		Except Maintenance And Police Authorized Vehicles											
5-5	M1-94	HWY Q	54x21		7.88			2			1	2	
5-6	D10-3	MILE 108	12x48		4.00			1			1	1	
6-1	D10-3	MILE 109	12x48		4.00			1			1	1	
6-2	R8-7	EMERGENCY STOPPING ONLY	48x36		12.00			1			1	1	
6-3	R4-3	SLOWER TRAFFIC KEEP RIGHT	48x60		20.00				2		1	2	
6-4		CHIPPEWA FALLS 13 EAU CLAIRE 22	228x60	95.00						1.0			EXISTING SUPPORTS TO REMAIN
6-5	D10-3	MILE 109	12x48		4.00			1			1	1	
6-6		EXIT 110	120x24										EXISTING SIGN TO REMAIN
		40 BLOOMER COLFAX 1 MILE	162x168										EXISTING SIGN TO REMAIN
6-7	R2-1	SPEED LIMIT 70	48x60		20.00				2		1	2	
6-8	W5-52R	BRIDGE HASH MARKS	18x54			6.75		1			1	1	
6-9	W5-52L	BRIDGE HASH MARKS	18x54			6.75		1			1	1	
6-10	M1-94	HWY F	54x21		7.88			2			1	2	
6-11		BLUE FOOD											EXISTING SIGN TO REMAIN
6-12		HOSPITAL EXIT 110	132x48		44.00						1		EXISTING SUPPORTS TO REMAIN
6-13	W5-52L	BRIDGE HASH MARKS	18x54			6.75		1			1	1	
6-14	M1-94	HWY F	54x21		7.88	8.75		2			1	2	
6-15	W5-52R	BRIDGE HASH MARKS	18x54			6.75		1			1	1	
6-16		BLUE GAS											EXISTING SIGN TO REMAIN
SHEET SUBTOTALS				200.00	344.03	143.75	0	52	8	2	53	60	

SIGNING ITEMS CONT.

SIGN GROUP NUMBER	SIGN CODE	SIGN MESSAGE	SIGN SIZE W X H (INCHES)	637.1220 SIGNS TYPE I REFLECTIVE SH SF	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0614 POSTS WOOD 4X6-INCH X 14-FT EACH	634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH	634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH	638.2601 REMOVING SIGNS TYPE I EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
7-1	J4-1	SOUTH	36x51		12.75			1			1	1	
		53									1		
7-2	D10-3	MILE 110	12x48		4.00						1	1	
7-3	R3-4B	No U-Turn Symbol	36x48		12.00			1			1	1	
		Except Maintenance And Police Authorized Vehicles											
7-4	R5-99	OFF-RCADWAY OPERATION OF MOTOR VEHICLES PROHIBITED	42x24		7.00		1				1	1	
7-5	D10-3	MILE 110	12x48		4.00			1			1	1	
7-6	R3-4B	No U-Turn Symbol	36x48		12.00			1			1	1	
		Except Maintenance And Police Authorized Vehicles											
7-7		EXIT 110	120x24										EXISTING SIGN TO REMAIN
		40 BLOOMER [TR] COLFAX	204x132										EXISTING SIGN TO REMAIN
7-8	W4-1	Merging Traffic Symbol (Right)	48x48			16.00		2			1	2	
7-9		EXIT 110	120x24										EXISTING SIGN TO REMAIN
		40 BLOOMER COLFAX	204x132										EXISTING SIGN TO REMAIN
7-10	D10-3	MILE 111	12x48		4.00			1			1	1	
7-11	W4-1	Merging Traffic Symbol (Right)	48x48			16.00		2			1	2	
7-12	D10-3	MILE 111	12x48		4.00			1			1	1	
8-1	R3-4B	No U-Turn Symbol	36x48		12.00			1			1	1	
		Except Maintenance And Police Authorized Vehicles											
8-2		BLUE GAS											EXISTING SIGN TO REMAIN
8-3		BLUE FOOD											EXISTING SIGN TO REMAIN
8-4		HOSPITAL EXIT 110	132x48		44.00						1		EXISTING SUPPORTS TO REMAIN
8-5	W5-52R	BRIDGE HASH MARKS	18x54			6.75		1			1	1	
8-6	W5-52L	BRIDGE HASH MARKS	18x54			6.75		1			1	1	
8-7	R3-4B	No U-Turn Symbol	36x48		12.00	12.00		1			1	1	
		Except Maintenance And Police Authorized Vehicles											
8-8	J4-1	NORTH	36x51		12.75			1			1	1	
		53						1			1		
8-9	R2-1	SPEED LIMIT 70	48x60		20.00				2		1	2	
8-10	W5-52L	BRIDGE HASH MARKS	18x54			6.75		1			1	1	
8-11	W5-52R	BRIDGE HASH MARKS	18x54			6.75		1			1	1	
8-12	M1-94	HWY Q	54x21		7.88			2			1	2	
8-13	M1-94	HWY Q	54x21		7.88			2			1	2	
8-14		EXIT 110	120x24										EXISTING SIGN TO REMAIN
		40 BLOOMER COLFAX MILE	162x168										EXISTING SIGN TO REMAIN
8-15	D10-3	MILE 112	12x48		4.00			1			1	1	
8-16		EXIT 112	120x24										EXISTING SIGN TO REMAIN
		64 CORNELL NEW RICHMOND 1 MILE	276x162										EXISTING SIGN TO REMAIN
8-17	D10-3	MILE 112	12x48		4.00			1			1	1	
9-1	R2-1	SPEED LIMIT 70	48x60		20.00				2		1	2	
9-2	J4-1	SOUTH	36x51		12.75			1			1	1	
		53									1		
9-3		CAMPING EXIT 112	102x48								1	2	REMOVE EXISTING SIGN
9-4	R3-4B	No U-Turn Symbol	36x48		12.00			1			1	1	
		Except Maintenance And Police Authorized Vehicles											
9-5	D10-3	MILE 113	12x48		4.00			1			1	1	
9-6	W4-1	Merging Traffic Symbol (Right)	48x48			16.00		2			1	2	
9-7	R3-4B	No U-Turn Symbol	36x48		12.00			1			1	1	
		Except Maintenance And Police Authorized Vehicles											
9-8		EXIT 112	120x24										EXISTING SIGN TO REMAIN
		64 CORNELL [TR] NEW RICHMOND	300x132										EXISTING SIGN TO REMAIN
9-9	D10-3	MILE 113	12x48		4.00			1			1	1	
10-1		EXIT 112	120x24										EXISTING SIGN TO REMAIN
		64 CORNELL [TR] NEW RICHMOND	300x132										EXISTING SIGN TO REMAIN
10-2	W4-1	Merging Traffic Symbol (Right)	48x48			16.00			2		1	2	
10-3	R3-4B	No U-Turn Symbol	36x48		12.00			1			1	1	
		Except Maintenance And Police Authorized Vehicles											
10-4	D10-3	MILE 114	12x48		4.00			1			1	1	
10-5	J4-1	NORTH	36x51		12.75			1			1	1	
		53									1		
10-6	R2-1	SPEED LIMIT 70	48x60		20.00				2		1	2	
10-7	D10-3	MILE 114	12x48		4.00			1			1	1	
10-8	R3-4B	No U-Turn Symbol	36x48		12.00			1			1	1	
		Except Maintenance And Police Authorized Vehicles											
SHEET SUBTOTALS				0.00	313.76	103.00	1	36	8	0	42	47	

SIGNING ITEMS CONT.

SIGN GROUP NUMBER	SIGN CODE	SIGN MESSAGE	SIGN SIZE W X H (INCHES)	637.1220 SIGNS TYPE I REFLECTIVE SH SF	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0614 POSTS WOOD 4X6-INCH X 14-FT EACH	634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH	634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH	638.2601 REMOVING SIGNS TYPE I EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
11-1	R7-64	No Parking on Ramp	48x30		10.00			1			1	1	
		Except Maintenance And Police Authorized Vehicles											
11-2	R5-57	PEDESTRIANS ETC, PROHIBITED	36x36		9.00			1			1	1	
11-3	R1-1	STOP	36x36		7.46			1			1	1	
	R6-3	DIVIDED HIGHWAY	30x24		5.00						1		
11-4	R1-1	STOP	36x36		7.46			1			1	1	
11-5	R5-1	DO NOT ENTER	36x36		9.00			1			1	1	
11-6	J3-2	NORTH	48x57		19.00			1			1	1	
		40									1		
		ARROW - LEFT									1		
		SOUTH									1		
		40									1		
		ARROW - RIGHT									1		
	R5-1	DO NOT ENTER	36x36		9.00						1		
11-7	D7-59L	TOURIST INFORMATION LEFT	54x36		13.50			2			1	2	
11-8	J13-1	H	24x45		7.50			1			1	1	
		ARROW - RIGHT									1		
11-9		BLUE GAS											EXISTING SIGN TO REMAIN
11-10	D1-2	COLFAX BLOOMER	66x30		13.75			2			1	2	
	R5-1A	WRONG WAY	36x24		6.00						1		
11-11	R5-1A	WRONG WAY	36x24		6.00		1				1	1	
11-12		BLUE FOOD											EXISTING SIGN TO REMAIN
11-13	R7-64	No Parking on Ramp	48x30		10.00			1			1	1	
		Except Maintenance And Police Authorized Vehicles											
11-14	W3-1	STOP AHEAD	48x48			16.00		1			1	1	
11-15	E5-1A	EXIT 110	90x60		37.50				2		1	2	
11-16	W3-1	STOP AHEAD	48x48			16.00		1			1	1	
11-17	E5-1A	EXIT 110	90x60		37.50				2		1	2	
11-18	R7-64	No Parking on Ramp	48x30		10.00			1			1	1	
		Except Maintenance And Police Authorized Vehicles											
11-19		BLUE FOOD											EXISTING SIGN TO REMAIN
11-20	R5-1A	WRONG WAY	36x24		6.00		1				1	1	
11-21	D1-2	COLFAX BLOOMER	66x30		13.75			2			1	2	
	R5-1A	WRONG WAY	36x24		6.00						1		
11-22		BLUE GAS											EXISTING SIGN TO REMAIN
11-23	D7-59R	TOURIST INFORMATION RIGHT	54x36		13.50			2			1	2	
11-24	J13-1	H	24x45		7.50			1			1	1	
		ARROW - RIGHT									1		
11-25	J3-2	SOUTH	48x57		19.00			1			1	1	
		40									1		
		ARROW - LEFT									1		
		NORTH									1		
		40									1		
		ARROW - RIGHT									1		
11-26	R1-1	STOP	36x36		7.46			1			1	1	
11-27	R5-1	DO NOT ENTER	36x36		9.00			1			1	1	
11-28	R1-1	STOP	36x36		7.46			1			1	1	
	R6-3	DIVIDED HIGHWAY	30x24		5.00						1		
11-29	R5-57	PEDESTRIANS ETC, PROHIBITED	36x36		9.00			1			1	1	
11-30	R7-64	No Parking on Ramp	48x30		10.00			1			1	1	
		Except Maintenance And Police Authorized Vehicles											
11-31	J4-1	SOUTH	24x36		6.00				1		1	1	
		40									1		
	D2-1	COLFAX 16	60x15		6.25						1		
11-32	R4-7	KEEP RIGHT SYMBOL	24x30		5.00		1				1	1	
11-33	R5-1	DO NOT ENTER	36x36		9.00		1				1	1	
11-34	R5-1A	WRONG WAY	36x24		6.00		1				1	1	
11-35	J3-1	SOUTH	24x57		9.50			1			1	1	
		53									1		
		ARROW - LEFT									1		
	R5-1	DO NOT ENTER	36x36		9.00						1		
11-36	R3-1	NO RIGHT TURN SYMBOL	24x24		4.00		1				1	1	
11-37	R5-1A	WRONG WAY	36x24		6.00		1				1	1	
	R2-1	SPEED LIMIT 45	24x30		5.00						1		
11-38	W5-52R	BRIDGE HASH MARKS	12x36			3.00	1				1	1	
11-39	D1-1	EAU CLAIRE	78x15		8.13			2			1	2	
11-40	R12-1	WEIGHT LIMIT 45 TONS	24x30		5.00			1			1	1	
SHEET SUBTOTALS				0.00	410.22	35.00	8	30	5	0	59	43	

SIGNING ITEMS CONT.

SIGN GROUP NUMBER	SIGN CODE	SIGN MESSAGE	SIGN SIZE W X H (INCHES)	637.1220 SIGNS TYPE I REFLECTIVE SH SF	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0614 POSTS WOOD 4X6-INCH X 14-FT EACH	634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH	634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH	638.2601 REMOVING SIGNS TYPE I EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
11-41	R4-7	KEEP RIGHT SYMBOL	24x30		5.00		1				1	1	
11-42	J3-1	NORTH	24x57		9.50			1			1	1	
		53									1		
		ARROW - RIGHT									1		
	R5-1	DO NOT ENTER	36x36		9.00						1		
11-43	R3-2	NO LEFT TURN SYMBOL	24x24		4.00		1				1	1	
11-44	D1-3	BLOOMER SUPERIOR EAU CLAIRE	78x36		19.50			2			1	2	
11-45	R5-1A	WRONG WAY	36x24		6.00		1				1	1	
	R2-1	SPEED LIMIT 45	24x30		5.00						1		
11-46	J3-1	SOUTH	24x57		9.50			1			1	1	
		53									1		
		ARROW - RIGHT									1		
	R5-1	DO NOT ENTER	36x36		9.00						1		
11-47	R3-2	NO LEFT TURN SYMBOL	24x24		4.00		1				1	1	
11-48	J3-1	SOUTH	24x57		9.50			1			1	1	
		53									1		
		ARROW - LEFT									1		
	R3-2	NO LEFT TURN SYMBOL	24x24		4.00						1		
11-49	R4-7	KEEP RIGHT SYMBOL	24x30		5.00		1				1	1	
11-50	R12-1	WEIGHT LIMIT 45 TONS	24x30		5.00			1			1	1	
11-51	D1-1	SUPERIOR	66x15		6.88		2				1	2	
11-52	W5-52R	BRIDGE HASH MARKS	12x36			3.00	1				1	1	
11-53	R5-1A	WRONG WAY	36x24		6.00		1				1	1	
	W3-5	REDUCED SPEED AHEAD 30 MPH	36x36			9.00					1		
11-54	R3-1	NO RIGHT TURN SYMBOL	24x24		4.00		1				1	1	
11-55	J3-1	NORTH	24x57		9.50			1			1	1	
		53									1		
		ARROW - LEFT									1		
	R5-1	DO NOT ENTER	36x36		9.00						1		
11-56	R4-7	KEEP RIGHT SYMBOL	24x30		5.00		1				1	1	
11-57	J4-1	NORTH	24x36		6.00			1			1	1	
		40									1		
12-1	R7-64	No Parking on Ramp	48x30		10.00			1			1	1	
		Except Maintenance And Police Authorized Vehicles											
12-2	R5-57	PEDESTRIANS ETC, PROHIBITED	36x36		9.00			1			1	1	
12-3	R5-1	DO NOT ENTER	36x36		9.00			1			1	1	
12-4	R1-1	STOP	36x36		7.46			1			1	1	
12-5	R1-1	STOP	36x36		7.46			1			1	1	
12-6	J3-2	EAST	48x57		19.00			1			1	1	
		64									1		
		ARROW - LEFT									1		
		WEST									1		
		64									1		
		ARROW - RIGHT									1		
	R5-1	DO NOT ENTER	36x36		9.00						1		
12-7	R5-1	DO NOT ENTER	36x36		9.00			1			1	1	
12-8	D9-51A	CAMPING	42x12		3.50		1				1	1	
12-9	D1-2	CORNELL NEW RICHMOND	96x30		20.00			2			1	2	
	R5-1A	WRONG WAY	36x24		6.00						1		
12-10	R5-1A	WRONG WAY	36x24		6.00		1				1	1	
12-11	R7-64	No Parking on Ramp	48x30		10.00			1			1	1	
		Except Maintenance And Police Authorized Vehicles											
12-12	W3-1	STOP AHEAD	36x36			9.00		1			1	1	
12-13	E5-1A	EXIT 112	90x60		37.50				2		1	2	
12-14	E5-1A	EXIT 112	90x60		37.50				2		1	2	
12-15	W3-1	STOP AHEAD	36x36			9.00		1			1	1	
12-16	R7-64	No Parking on Ramp	48x30		10.00			1			1	1	
		Except Maintenance And Police Authorized Vehicles											
12-17	R5-1A	WRONG WAY	36x24		6.00		1				1	1	
12-18	D1-2	NEW RICHMOND CORNELL	96x30		20.00			2			1	2	
	R5-1A	WRONG WAY	36x24		6.00						1		
12-19	D9-51A	CAMPING	42x12		3.50		1				1	1	
12-20	J3-2	WEST	48x57		19.00			1			1	1	
		64									1		
		ARROW - LEFT									1		
		EAST									1		
		64									1		
		ARROW - RIGHT									1		
	R5-1	DO NOT ENTER	36x36		9.00						1		
SHEET SUBTOTALS				0.00	424.30	30.00	15	24	4	0	66	43	

SIGNING ITEMS CONT.

SIGN GROUP NUMBER	SIGN CODE	SIGN MESSAGE	SIGN SIZE W X H (INCHES)	637.1220 SIGNS TYPE I REFLECTIVE SH SF	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0614 POSTS WOOD 4X6-INCH X 14-FT EACH	634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH	634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH	638.2601 REMOVING SIGNS TYPE I EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
12-21	R5-1	DO NOT ENTER	36x36		9.00			1			1	1	
12-22	R1-1	STOP	36x36		7.46			1			1	1	
12-23	R1-1	STOP	36x36		7.46			1			1	1	
12-24	R5-1	DO NOT ENTER	36x36		9.00			1			1	1	
12-25	R5-57	PEDESTRIANS ETC, PROHIBITED	36x36		9.00			1			1	1	
12-26	R7-64	No Parking on Ramp	48x30		10.00			1			1	1	
		Except Maintenance And Police Authorized Vehicles											
12-27	D2-2	CONNORSVILLE/NEW RICHMOND	102x24		17.00				2		1	2	
12-28	J4-1	WEST	24x36		6.00		1				1	1	
		64									1		
12-29	R3-1	NO RIGHT TURN SYMBOL	24x24		4.00		1				1	1	
	R3-2	NO LEFT TURN SYMBOL	24x24		4.00						1		
12-30	J3-1	SOUTH	24x57		9.50			1			1	1	
		53									1		
		ARROW - LEFT									1		
12-31	W5-52L	BRIDGE HASH MARKS	12x36			3.00	1				1	1	
12-32	W5-52R	BRIDGE HASH MARKS	12x36			3.00	1				1	1	
12-33	D1-1	EAU CLAIRE	78x15		8.13			2			1	2	
12-34	J3-1	NORTH	24x57		9.50			1			1	1	
		53									1		
		ARROW - RIGHT									1		
12-35		SUPERIOR CORNELL EAU CLAIRE	78x36		19.50			2			1	2	
12-36	J3-1	SOUTH	24x57		9.50			1			1	1	
		53									1		
		ARROW - RIGHT									1		
12-37	D1-1	SUPERIOR	66x15		6.88		2				1	2	
12-38	W5-52R	BRIDGE HASH MARKS	12x36			3.00	1				1	1	
12-39	W5-52L	BRIDGE HASH MARKS	12x36			3.00	1				1	1	
12-40	J3-1	NORTH	24x57		9.50			1			1	1	
		53									1		
		ARROW - LEFT									1		
12-41	R3-1	NO RIGHT TURN SYMBOL	24x24		4.00		1				1	1	
	R3-2	NO LEFT TURN SYMBOL	24x24		4.00						1		
SHEET SUBTOTALS				0.00	163.43	12.00	9	14	2	0	32	25	
ITEM TOTALS				200.00	1655.74	323.75	33	156	27	2	252	218	

TRAFFIC CONTROL (1190-05-75)

STATION	643.0100 EACH
USH 53	
433+50 - 1013+50	1
ITEM TOTAL	1

TRAFFIC CONTROL ITEMS

STA - STA	643.0300 DRUMS DAY	643.0420 BARRICADES TYPE III DAY	643.0705 WARNING LIGHTS TYPE A DAY	643.0715 WARNING LIGHTS TYPE C DAY	643.0800 ARROW BOARDS DAY	643.0900 SIGNS DAY	643.0920 COVERING SIGNS TYPE II EACH	643.1050 SIGNS PCMS DAY	SPV.0045.01 PCMS CELLULAR COMMUNICATIONS DAY	STAGE
USH 53										
380+00 - 433+50	1715	49	98	784	98	882		49	49	1&3
433+50 - 484+00	4949	392	784							1&3
484+00 - 623+00	13622	1029	2058			98				1&3
623+00 - 794+00	16758	1274	2548			98				1&3
794+00 - 825+00	3038	245	490			196				1&3
825+00 - 842+00	1666	98	196			196				1&3
865+00 - 879+00	3626	147	294							1&3
879+00 - 967+00	8624	637	1274			196				1&3
967+00 - 983+00	1568	98	196			196				1&3
983+00 - 1013+50	3038	196	392							1&3
1013+50 - 1066+00	1715	49	98	784	98	882		49	49	1&3
380+00 - 433+50	2380	68	98	1088	136	1224		68	68	2
433+50 - 484+00	6868	544	784							2
484+00 - 623+00	18904	1428	2058			136				2
623+00 - 794+00	23256	1768	2548			136				2
794+00 - 825+00	7004	340	490	1496		816	1			2
825+00 - 842+00	4556	136	196	1156			1			2
865+00 - 879+00	5032	204	294							2
879+00 - 967+00	14212	884	1274	1428		544	1			2
967+00 - 983+00	4012	136	196	1156		816	1			2
983+00 - 1013+50	4216	272	392							2
1013+50 - 1066+00	2380	68	98	1088	136	1224		68	68	2
ITEM TOTALS	153139	10062	16856	8980	468	7640	4	234	234	

3

PAVEMENT MAKING ITEMS

STATION	LOCATION	646.0600 REMOVING PAVEMENT MARKINGS LF	646.2304.S GROOVED WET REFLECTIVE EPOXY 4-INCH LF	646.2308.S GROOVED WET REFLECTIVE EPOXY 8-INCH LF	REMARKS
USH 53					
420+70 - 428+50	12' RT NB	195			TRAFFIC CONTROL
420+70 - 428+50	12' RT NB		195		SKIP WHITE
433+50 - 1013+50	12' RT NB		14500		SKIP WHITE
433+50 - 1013+50	12' LT SB		14503		SKIP WHITE
433+50 - 1013+50	NB RL		58000		LEFT YELLOW
433+50 - 1013+50	24' RT NB		53683		RIGHT WHITE
433+50 - 1013+50	SB RL		58011		LEFT YELLOW
433+50 - 1013+50	24' LT SB		53823		RIGHT WHITE
1018+50 - 1026+30	12' LT SB	195			TRAFFIC CONTROL
1018+50 - 1026+30	12' LT SB		195		SKIP WHITE
S.T.H. 40					
804+68 - 830+26	ENTRANCE RAMP SB		3699	1262	LEFT YELLOW - RIGHT WHITE - WHITE
805+43 - 823+53	EXIT RAMP NB		2496	555	LEFT YELLOW - RIGHT WHITE - WHITE
822+87 - 848+33	ENTRANCE RAMP NB		3705	1163	LEFT YELLOW - RIGHT WHITE - WHITE
829+74 - 847+71	EXIT RAMP SB		2505	549	LEFT YELLOW - RIGHT WHITE - WHITE
145+50 - 168+10	MAINLINE		8580	759	CENTER YELLOW - EDGE WHITE - WHITE
S.T.H. 64					
945+00 - 968+79	ENTRANCE RAMP SB		3439	1309	LEFT YELLOW - RIGHT WHITE - WHITE
949+30 - 968+75	EXIT RAMP NB		2913	460	LEFT YELLOW - RIGHT WHITE - WHITE
967+54 - 991+45	ENTRANCE RAMP NB		3451	1723	LEFT YELLOW - RIGHT WHITE - WHITE
967+57 - 986+82	EXIT RAMP SB		2905	445	LEFT YELLOW - RIGHT WHITE - WHITE
39+85 - 55+85	MAINLINE		3816	462	CENTER YELLOW - EDGE WHITE - WHITE
ITEM TOTALS		390	290420	8687	

TEMPORARY PAVEMENT MARKING

STATION	LOCATION	* 649.0402 PAINT 4-INCH LF	649.0400 REMOVABLE TAPE 4-INCH LF	649.0801 REMOVABLE TAPE 8-INCH LF	STAGE	REMARKS
USH 53						
420+70 - 428+50	NB RT		780		1	
420+70 - 428+50	NB RT		780		2	
420+70 - 428+50	NB RT	195			2	SKIP WHITE
433+50 - 1013+50	NB RT	14500			2	SKIP WHITE
433+50 - 1013+50	SB LT	14503			2	SKIP WHITE
433+50 - 1013+50	NB	58000			2	LEFT YELLOW
433+50 - 1013+50	NB RT	58000			2	RIGHT WHITE
433+50 - 1013+50	SB	58011			2	LEFT YELLOW
433+50 - 1013+50	SB LT	58011			2	RIGHT WHITE
810+00 - 817+00	NB & SB		1050	600	2	
837+00 - 844+00	NB & SB		1150	600	2	
950+00 - 960+00	NB & SB		1200	600	2	
977+00 - 990+00	NB & SB		1150	600	2	
1018+50 - 1026+30	SB LT		780		1	
1018+50 - 1026+30	SB LT		780		2	
1018+50 - 1026+30	SB LT	195			2	SKIP WHITE
ITEM TOTALS		261415	7670	2400		

*FOR 2 DAY WAITING PERIOD BEFORE GROOVING PAVEMENT

PAVEMENT MARKING ITEMS CONT.

STATION	LOCATION	647.0566 STOP LINE EPOXY 18-INCH LF	647.0803 AERIAL ENFORCEMENT BARS EPOXY 24-INCH LF	REMARKS
USH 53				
620+00 - 645+00	NB LT & RT		60	*
727+00 - 752+00	SB LT & RT		60	*
S.T.H. 40				
822+95	NB EXIT RAMP	32		
830+15	SB EXIT RAMP	39		
S.T.H. 64				
968+45	NB EXIT RAMP	54		
977+85	SB EXIT RAMP	57		
ITEM TOTALS		182	120	

* COORDINATE LOCATION WITH STATE PATROL BEFORE PLACEMENT. (715-839-3800)

CONSTRUCTION STAKING RESURFACING REFERENCE

STATION - STATION	LOCATION	650.8000 LF
USH 53		
433+50 - 1013+50	NB REFERENCE LINE	58000
433+50 - 1013+50	SB REFERENCE LINE	58000
STH 40		
804+68 - 830+01	RAMP A REFERENCE LINE	2533
805+43 - 823+30	RAMP C REFERENCE LINE	1787
823+18 - 848+33	RAMP D REFERENCE LINE	2515
829+89 - 847+72	RAMP B REFERENCE LINE	1783
145+50 - 168+10	MAINLINE REFERENCE LINE	1943
STH 64		
944+99 - 968+57	RAMP A REFERENCE LINE	2358
949+30 - 968+62	RAMP C REFERENCE LINE	1932
967+80 - 991+45	RAMP D REFERENCE LINE	2365
967+71 - 986+82	RAMP B REFERENCE LINE	1911
39+85 - 55+85	MAINLINE REFERENCE LINE	1348
ITEM TOTAL		136475

SAWING

STATION	690.0150 ASPHALT LF	690.0250 CONCRETE LF
USH 53		
433+50	50	
1013+50	50	
STH 40		
145+50	23	
168+10	53	
STH 64		
39+85	28	
55+85	36	
SLOPE PAVING CONCRETE		750
CONT. REINF. CONCRETE PAVEMENT REPAIR SPECIAL		1620
ITEM TOTALS	240	2370

SLOPE PAVING CONCRETE

STATION		STATION	LOCATION	SPV.0090.03 CLEANING CONCRETE CHANNEL LF	604.0400 SLOPE PAVING CONCRETE SY
USH 53 NB					
481+17	-	482+16	RT		22
515+99	-	518+78	RT	110	
607+09	-	616+10	RT	200	567
648+94			RT	75	
742+32	-	743+77	RT		159
USH 53 SB					
493+10	-	494+17	LT	100	
802+14	-	803+64	LT		167
901+41	-	910+26	LT		200
932+06	-	934+92	LT		318
ITEM TOTALS				485	1432

MATERIAL TRANSFER VEHICLE SPECIAL

STATION - STATION	SPV.0105.02 LS
USH 53	
433+50 - 1013+50	1
ITEM TOTAL	1

CONTINUOUSLY REINFORCED CONCRETE PAVEMENT REPAIR SPECIAL

STATION - STATION	LOCATION	SPV.0035.01 CY
USH 53	USH 53 NB & SB	
433+50 - 1013+50		54
ITEM TOTAL		54

* LOCATIONS TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

PREPARATION OF FOUNDATION FOR ASPHALTIC PAVING SPECIAL, PROJECT 1190-05-75

STATION - STATION	LOCATION	SPV.0105.01 LS
USH 53	USH 53 NB & SB SHOULDERS	
433+50 - 1013+50		1
STH 40	STH 40 & SHOULDERS	
153+07 - 164+47	STH 40 RAMPS (4) & SHOULDERS	
STH 64	STH 64 & SHOULDERS	
43+67 - 55+52	STH 64 RAMPS (4) & SHOULDERS	
ITEM TOTAL		1

MILLING AND REMOVING TEMPORARY JOINT

STATION - STATION	SPV.0105.03 LS
USH 53	
433+50 - 1013+50	1
ITEM TOTAL	1

INCLUDES TEMPORARY WEDGE JOINT REMOVAL ON BOTH SIDES OF DRIVING LANES (SEE DETAIL)

STA 435+50.00
MAINTENANCE CROSSOVER TO REMAIN
(RECONSTRUCTED IN 2006)

XCEL ENERGY

CCI SYSTEMS

STA 453+12 SB (℄)
INL 8-MS
1-18" X 104'RCCP CL III
1-18" AEW
EXISTING TO REMAIN
REGRADE DITCH LT,
BOTH SIDES OF ENDWALL
(5 LF EACH DIRECTION, 10 LF TOTAL)
CLEAN CULVERT PIPE

N

ORIOLE DR

R/W

430+00 435+00 440+00 445+00 450+00 455+00 460+00

N, 2°13'16" W

U.S.H. 53 SB

U.S.H. 53 NB

MATCHLINE STA 460+00

STA 435+11 NB (℄)
INL 8-MS
1-18" X 82'RCCP CL III
1-18" AEW
EXISTING TO REMAIN

STA 446+11 NB (℄)
INL 8-MS
1-18" X 96'RCCP CL III
1-18" AEW
EXISTING TO REMAIN
CLEAN CULVERT PIPE

BEGIN PROJECT
STA 433+50.00

STA 460+11 SB (℄)
INL 8-MS
1-18" X 92'RCCP CL III
1-18" AEW
EXISTING TO REMAIN
CLEAN CULVERT PIPE
REPLACE MEDIAN MARKER POST

STA 467+00 SB (℄)
INL 8-MS
1-18" X 106'RCCP CL III
1-18" AEW
EXISTING TO REMAIN

STA 478+60 SB (℄)
INL 1-A
EXISTING STRUCTURE
INL - INL
EXISTING TO REMAIN

STATION 477+58.88
BRIDGE DECK OVERLAY B-09-72
3 SPAN PRESTRESSED CONC
GIRDER STRUCTURE
147' OVERALL LENGTH
40' CLEAR ROADWAY WIDTH
(SEE STR OVERLAY PLANS)

STA 478+60 SB (℄)
INL 1-A
1-12" X 64'PUU
EXISTING STRUCTURE
INLET/PIPE TO REMAIN
REGRADE DITCH LT
(5 LF TOTAL)
PLACE LIGHT RIP RAP

DUNCAN CREEK

CENTURYLINK

CCI SYSTEMS

STA 481+10 NB (℄)
INL 9-MS
1-24" X 116'RCCP CL III
1-24" AEW
EXISTING TO REMAIN
SALVAGE APRON ENDWALL
RESET AT EXISTING LOCATION
SALVAGE CULVERT PIPE (8'SECTION RT)
RESET AT EXISTING LOCATION
CLEAN CULVERT PIPE

ORIOLE DR

R/W

PC 481+64.70

465+00 470+00 475+00 480+00 485+00 490+00

U.S.H. 53 SB

U.S.H. 53 NB

MATCHLINE STA 460+00

MATCHLINE STA 490+00

B-09-60

PC 482+66.69

R/W

C.T.H.O

STA 476+42 NB (℄)
INL 8-MS
1-15" X 38'CPCP CL III
1-15" AEW
EXISTING TO REMAIN

STATION 477+41.95
BRIDGE DECK OVERLAY B-09-73
3 SPAN PRESTRESSED CONC
GIRDER STRUCTURE
147' OVERALL LENGTH
40' CLEAR ROADWAY WIDTH
(SEE STR OVERLAY PLANS)

STA 478+14 NB (LT)
INL 1-A
EXISTING STRUCTURE
INL - INL
EXISTING TO REMAIN

STA 478+14 NB (RT)
INL 1-A
1-12" X 66'PUU
EXISTING STRUCTURE INLET/PIPE
TO REMAIN

STA 481+17 - 482+16 NB (℄)
CONCRETE CHANNEL
6" THICK, 8' WIDE
RECONSTRUCT 20 LF OF CHANNEL

CURVE DATA
U.S.H. 53, (SB)

Δ =27°12'51" (LT)
D =1°30'00"
T =924.58
L =1814.27
E =110.31
R =3819.72
DB =N 2°13'16" W
DA =N 29°26'07" W
PC STA 481+64.70(6)
PC Y =159874.865
PC X =158584.997
PI STA 490+89.28(6)
PI Y =160798.753
PI X =158549.163
PT STA 499+78.97(6)
PT Y =161603.983
PT X =158094.787
SE = 0.046

CURVE DATA
U.S.H. 53 (NB)

Δ =27°12'51" (LT)
D =1°30'00"
T =924.58
L =1814.27
E =110.31
R =3819.72
DB =N 2°13'16" W
DA =N 29°26'07" W
PC STA 482+66.69
PC Y =159979.104
PC X =158640.999
PI STA 491+91.28
PI Y =160902.992
PI X =158605.165
PT STA 500+80.96
PT Y =161708.222
PT X =158150.789
SE = 0.046

PROJECT NO: 1190-05-75	HWY: U.S.H. 53	COUNTY: CHIPPEWA	PLAN	SCALE, FEET 0 100 200	SHEET 59	E

STA 493+10 SB (℄)
INL 8-MS
1-18" X 108'RCCP CL III
1-18" AEW
EXISTING TO REMAIN
REPLACE BOTH MARKER POSTS
CLEAN APRON ENDWALL
CLEAN CONCRETE CHANNEL LT
100 LF TOTAL

STA 501+49 SB (RT)
INL 8-MS
1-18" X 112'RCCP CL III
1-18" AEW
EXISTING TO REMAIN
RESET INLET COVER
SALVAGE APRON ENDWALL
RESET AT EXISTING LOCATION

STA 506+52 SB (℄)
INL 8-MS
1-18" X 112'RCCP CL III
1-18" AEW
1-6" PUU
EXISTING TO REMAIN
CLEAN CULVERT PIPE
REGRADE MEDIAN
(FILL EXISTING HOLE
AND 10 LF TOTAL)

STA 516+49 SB (℄)
INL 8-MS
1-18" X 100'RCCP CL III
1-18" AEW
EXISTING TO REMAIN

N

PT 499+78.97
BACK 500+42.23
AHEAD 500+80.96

MATCHLINE STA 490+00

PI 490+89.28
PI 491+91.28

CCI SYSTEMS
R/W
U.S.H. 53 SB
U.S.H. 53 NB
N, 29°26'07" W
MATCHLINE STA 520+00

495+00
500+00
505+00
510+00
515+00

PT 500+80.96

STA 494+34 NB (℄)
2-48" X 224'RCCP CL III
2-48" AEW'S
EXISTING TO REMAIN
CLEAN LT DITCH
(10 LF TOTAL)

STA 515+99 - 518+78 NB (℄)
CONCRETE CHANNEL
6" THICK, 8' WIDE
CLEAN CHANNEL
110 LF TOTAL

5

5

STA 523+48 SB (℄)
1-18" X 132'RCCP CL III
1-18" AEW
EXISTING TO REMAIN
REGRADE DITCH LT
BOTH SIDES OF ENDWALL
(5 LF EACH DIRECTION,
10 LF TOTAL)
CLEAN ENDWALL

STATION 530+88.89
BRIDGE DECK OVERLAY B-09-62
3 SPAN REINF CONC HAUNCHED
SLAB STRUCTURE
116'OVERALL LENGTH
40'CLEAR ROADWAY WIDTH
(SEE STR OVERLAY PLANS)

XCEL ENERGY

STA 530+56 SB (℄)
1-30" X 250'RCCP CL III
1-30" AEW
EXISTING TO REMAIN

CAULK IN PARAPET EXPANSION
AND ABUTMENT JOINTS TESTED
POSITIVE FOR ASBESTOS,
REFER TO SPECIAL PROVISIONS

STA 531+24 SB (℄)
1-30" X 250'RCCP CL III
1-30" AEW
EXISTING TO REMAIN
STA 531+60 SB (℄)
INL 1-A
1-12" X 38'RCCP CL III
EXISTING TO REMAIN
STRUCTURE INLET TO
TOE OF SLOPE
REPLACE MARKER POST
CLEAN CULVERT PIPE
STA 531+62 SB (℄)
1-12" X 60'PUU
EXISTING TO REMAIN

PC 537+37.36

STA 540+51 SB (℄)
INL 9-MS
1-36" X 120'RCCP CL III
1-36" AEW
EXISTING TO REMAIN
CLEAN ENDWALL
REGRADE DITCH LT
BOTH SIDES OF ENDWALL
(5 LF EACH DIRECTION,
10 LF TOTAL)

STA 546+50 SB (℄)
INL 9-MS
1-24" X 134'RCCP CL III
1-24" AEW
EXISTING TO REMAIN

STA 548+50 SB (℄)
STRUCTURE C-9-12
TWIN 5'X 9'X 229'-6"
RC BOX CULVERT
EXISTING TO REMAIN

PT 548+68.01
BACK 548+68.01
AHEAD 548+77.88

C.T.H. Q
CCI SYSTEMS
R/W
U.S.H. 53 SB
U.S.H. 53 NB
MATCHLINE STA 520+00
MATCHLINE STA 550+00

525+00
530+00
535+00
540+00
545+00

PI 543+08.08
PI 543+03.14
PT 548+77.88

CURVE DATA
U.S.H. 53, (SB)
Δ =5°39'12" (LT)
D =0°30'00"
T =565.78
L =1130.65
E =13.96
R =11459.16
DB =N 29°26'07" W
DA =N 35°05'18" W
PC STA 537+37.36(7)
PC Y =164843.479
PC X =156266.801
PI STA 543+03.14(7)
PI Y =165336.226
PI X =155988.753
PT STA 548+77.88(8)
PT Y =165799.187
PT X =155663.518
SE = 0.020 (RC)

CURVE DATA
U.S.H. 53, (NB)
Δ =5°39'12" (LT)
D =0°29'44"
T =570.72
L =1140.52
E =14.08
R =11559.16
DB =N 29°26'07" W
DA =N 35°05'18" W
PC STA 537+37.36
PC Y =164892.623
PC X =156353.892
PI STA 543+08.08
PI Y =165389.670
PI X =156073.418
PT STA 548+77.88
PT Y =165856.671
PT X =155745.344
SE = 0.020

STA 525+86 NB (℄)
2-48" X 306'RCCP CL III
2-48" AEW'S REQ'D
EXISTING TO REMAIN
CLEAN CULVERT PIPE (SOUTHERN)
SALVAGE BOTH APRON ENDWALLS RT
RESET AT EXISTING LOCATIONS

STATION 530+88.89
BRIDGE DECK OVERLAY B-09-61
3 SPAN REINF CONC HAUNCHED
SLAB STRUCTURE
116'OVERALL LENGTH
40'CLEAR ROADWAY WIDTH
(SEE STR OVERLAY PLANS)

HIGHLINE AVE

CAULK IN PARAPET EXPANSION
JOINTS TESTED POSITIVE FOR
ASBESTOS, REFER TO SPECIAL
PROVISIONS

CHIPPEWA VALLEY ELECTRIC

STA 530+55 NB (℄)
1-30" X 250'RCCP CL III
1-30" AEW'S REQ'D
EXISTING TO REMAIN
CLEAN CULVERT PIPE
SALVAGE APRON ENDWALL
RESET AT EXISTING LOCATION
REPLACE MARKER POST

STA 531+23 NB (℄)
1-30" X 250'RCCP CL III
1-30" AEW'S REQ'D
EXISTING TO REMAIN
SALVAGE APRON ENDWALL LT
RESET AT EXISTING LOCATION
REPLACE MARKER POST

STA 531+62 NB (℄)
INL 1-A
1-12" X 38'RCCP CL III
STRUCTURE INLET
TO TOE OF SLOPE
EXISTING TO REMAIN

STA 531+62 NB (℄)
INL 1-A
STRUCTURE INLET
INL-INL
EXISTING TO REMAIN

STA 540+54 NB (℄)
INL 9-MS
1-36" X 124'RCCP CL III
1-36" AEW'S REQ'D
EXISTING TO REMAIN

STA 548+50 NB (℄)
STRUCTURE C-9-12
TWIN 5'X 9'X 229'-6"
RC BOX CULVERT
EXISTING TO REMAIN

PROJECT NO: 1190-05-75	HWY: U.S.H. 53	COUNTY: CHIPPEWA	PLAN	SCALE, FEET 0 100 200	SHEET 60	E

STA 554+25 NB (LT)
MAINTENANCE CROSSOVER TO REMAIN
(CONSTRUCTED IN 2007)

STA 563+59 SB (℄)
INL 8-MS
1-18" X 112'RCCP CL III
1-18" AEW
EXISTING TO REMAIN
CLEAN INLET BOX
(PAID FOR AS ADDITIONAL
CLEAN CULVERT PIPE ITEM)
REGRADE DITCH LT
BOTH SIDES OF ENDWALL
(5 LF EACH DIRECTION,
10 LF TOTAL)

STA 572+58 SB (℄)
INL 8-MS
1-18" X 94'RCCP CL III
1-18" AEW
EXISTING TO REMAIN
CLEAN ENDWALL

N

CCI SYSTEMS

R/W

MATCHLINE STA 550+00

555+00 560+00 565+00 570+00 575+00

N 35°05'18" W

U.S.H. 53 SB

555+00 560+00 565+00 570+00 575+00

N 35°05'18" W

U.S.H. 53 NB

R/W

MATCHLINE STA 580+00

STA 554+58 NB (℄)
INL 8-MS
1-18" X 126'RCCP CL III
1-18" AEW'S REQ'D
EXISTING TO REMAIN
REGRADE DITCH RT
BOTH SIDES OF ENDWALL
(10 LF EACH DIRECTION,
20 LF TOTAL)
CLEAN ENDWALL

STA 574+58 NB (℄)
1-36" X 232'RCCP CL III
2-36" AEW
EXISTING TO REMAIN
CLEAN LT ENDWALL

STA 588+56 SB (℄)
INL 8-MS
1-18" X 110'RCCP CL III
1-18" AEW
EXISTING TO REMAIN
CLEAN INLET BOX
(PAID FOR AS ADDITIONAL
CLEAN CULVERT PIPE ITEM)
REGRADE DITCH LT
BOTH SIDES OF ENDWALL
(5 LF EACH DIRECTION,
10 LF TOTAL)

STA 595+55 SB (℄)
INL 8-MS
1-18" X 120'RCCP CL III
1-18" AEW
EXISTING TO REMAIN
CLEAN CULVERT PIPE
SALVAGE APRON ENDWALL
RESET AT EXISTING LOCATION

PI 600+27.05

PI 599+94.13

STA 605+56 SB (℄)
INL 8-MS
1-18" X 118'RCCP CL III
1-18" AEW
EXISTING TO REMAIN
CLEAN CULVERT PIPE

N

CCI SYSTEMS

R/W

PC 585+18.12

585+00 590+00 595+00 600+00 605+00 610+00

U.S.H. 53 SB

585+00 590+00 595+00 600+00 605+00 610+00

U.S.H. 53 NB

R/W

MATCHLINE STA 580+00

MATCHLINE STA 610+00

PC 585+18.12

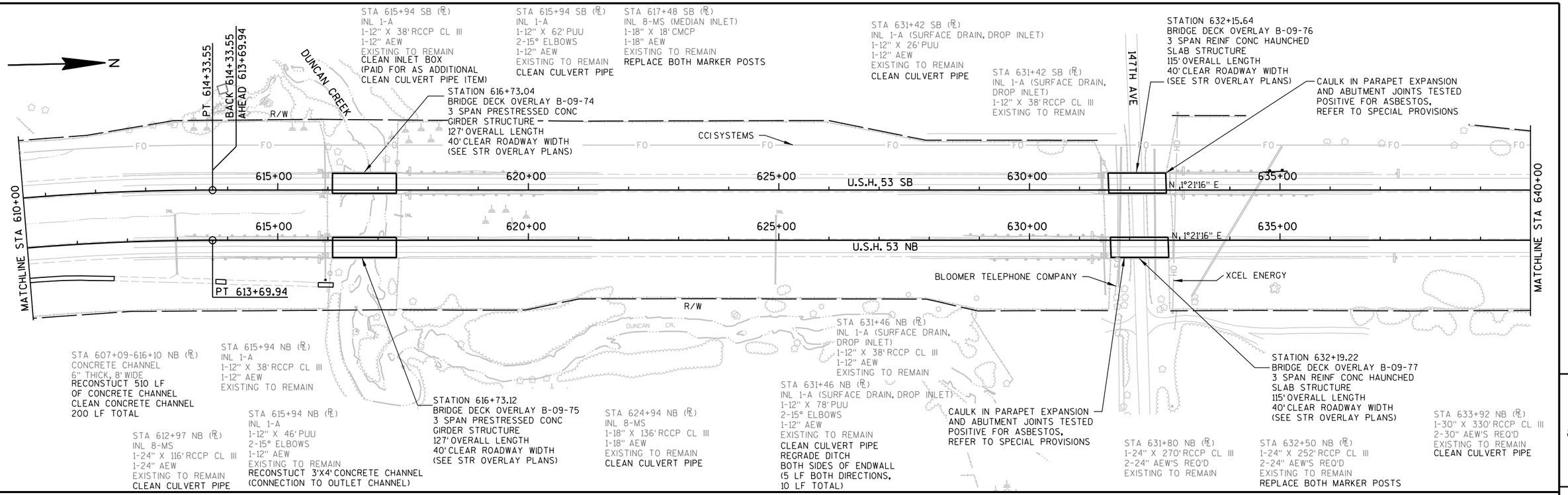
BLOOMER TELEPHONE COMPANY
(VACATED)

BLOOMER TELEPHONE COMPANY

CURVE DATA
U.S.H. 53, (SB)
DELTA =36°26'34" (RT)
D =1°14'60"
T =1508.93
L =2915.43
E =241.98
R =4583.66
DB =N 35°05'18" W
DA =N 1°21'16" E
PC STA 585+18.12(8)
PC Y =168777.872
PC X =153570.960
PI STA 600+27.05(8)
PI Y =170012.577
PI X =152703.566
PT STA 613+69.94(9)
PT Y =171521.086
PT X =152739.231
SE = 0.040

CURVE DATA
U.S.H. 53, (NB)
DELTA =36°26'34" (RT)
D =1°16'40"
T =1476.01
L =2851.82
E =236.70
R =4483.66
DB =N 35°05'18" W
DA =N 1°21'16" E
PC STA 585+18.12
PC Y =168835.356
PC X =153652.787
PI STA 599+94.13
PI Y =170043.124
PI X =152804.316
PT STA 613+69.94
PT Y =171518.723
PT X =152839.204
SE = 0.041

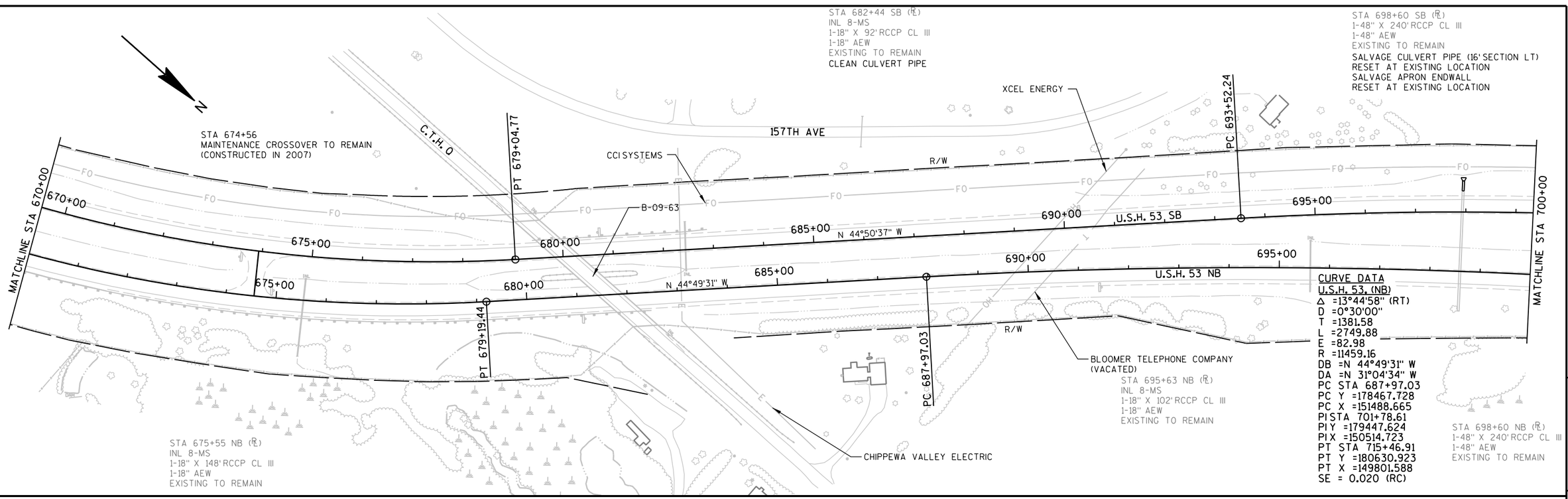
PROJECT NO: 1190-05-75	HWY: U.S.H. 53	COUNTY: CHIPPEWA	PLAN	SCALE, FEET 0 100 200	SHEET 61	E



PROJECT NO: 1190-05-75	HWY: U.S.H. 53	COUNTY: CHIPPEWA	PLAN	SCALE, FEET 0 100 200	SHEET 62	E

FILE NAME : \\SEHCF1\Projects\UZ\W\Witnw\119996\CAD\050104_pp.dgn PLOT TIME : 1:33:49 PM PLOT DATE : 11/11/2015 PLOT BY : SEH PLOT NAME : PLOT SCALE : N/A

WISDOT/CADDS SHEET 44



PROJECT NO: 1190-05-75	HWY: U.S.H. 53	COUNTY: CHIPPEWA	PLAN	SCALE, FEET 0 100 200	SHEET 63	E

STA 748+48 SB (℄)
INL 8-MS
1-18" X 114' RCCP CL III
1-18" AEW
EXISTING TO REMAIN
CLEAN CULVERT PIPE
SALVAGE APRON ENDWALL
RESET AT EXISTING LOCATION

CCI SYSTEMS

N

R/W

MATCHLINE STA 730+00

735+00 740+00 745+00 750+00 755+00

N 31°04'34" W

U.S.H. 53 SB

PC 759+08.85

MATCHLINE STA 760+00

735+00 740+00 745+00 750+00 755+00

N 31°04'34" W

U.S.H. 53 NB

R/W

STA 731+38 NB (℄)
INL 9-MS
1-24" X 128' RCCP CL III
1-24" AEW
EXISTING TO REMAIN
REGRADE DITCH (15 LF TOTAL)

STA 733+83 NB (℄)
C-9-14
1-8' X 7' X 292' RC BOX CULVERT
EXISTING TO REMAIN
CLEAN CULVERT PIPE
WINGWALL REPAIR WEST END
(SEE STR WINGWALL PLANS)

STA 742+32 - 743+77 NB (℄)
CONCRETE CHANNEL
6" THICK, 9' WIDE
RECONSTRUCT 143 LF OF
CONCRETE CHANNEL

STA 742+42 NB (℄)
INL 8-MS
1-18" X 116' RCCP CL III
1-18" AEW
EXISTING TO REMAIN

BENCHMARK TABLE

NO	STATION	DESCRIPTION	ELEV
1	778+36.39, 55.2' RT	HOSPITAL EXIT 110 SIGN E SIDE OF NB HWY 53, 500'± S OF CTH F BRIDGE TOP OF NW BOLT ON W LEG PINK PAINT	1013.23
965	785+86.25, 35.8' RT	DOT DISK - TOP SE WING WALL OF HWY 53/ CTH F NB BRIDGE	1014.46
964	786+98.81, 115.6' LT	DOT DISK - TOP OF NW WING OF SB HWY 53/ CTH F BRIDGE	1013.80
2	789+74.09, 57.9' RT	GAS, LODGING, EXIT 110 SIGN - E SIDE HWY 53 250'± N OF CTH F BRIDGE SW BOLT OF W LEG PINK PAINT	1006.46

STA 774+39 SB (℄)
INL 8-MS
1-18" X 118' RCCP CL III
1-18" AEW
EXISTING TO REMAIN

CITY OF BLOOMER

27TH ST

CCI SYSTEMS

STATION 786+34.36
BRIDGE DECK OVERLAY B-09-64
3 SPAN 45" PRESTRESSED CONC
GIRDER STRUCTURE
140' OVERALL LENGTH
40' CLEAR ROADWAY WIDTH
(SEE STR OVERLAY PLANS)

??

BLOOMER TELEPHONE COMPANY

N

MATCHLINE STA 760+00

PC 760+24.46

765+00 770+00 775+00

U.S.H. 53, SB

PT 779+22.73

STA 787+10 SB (℄)
INL 1-A (SURFACE DRAIN, DROP INLET)
1-12" X 68' PUU
2-15° ELBOWS
RECONSTRUCT INLET

780+00 785+00

C.T.H. F

BM 964

MATCHLINE STA 790+00

765+00 770+00 775+00

U.S.H. 53 NB

780+00 785+00

BM 965

BM 2

BM 1

AHEAD 779+52.18
BACK 779+22.73

PI 769+21.66

PI 767+84.07

PT 775+34.87

R/W

CURVE DATA
U.S.H. 53, (NB)
Δ =15°06'15" (LT)
D =0°59'60"
T =759.61
L =1510.41
E =50.13
R =5729.58
DB =N 31°04'34" W
DA =N 46°10'48" W
PC STA 760+24.46
PC Y =184465.867
PC X =147490.394
PI STA 767+84.07
PI Y =185116.460
PI X =147098.303
PT STA 775+34.87
PT Y =185642.408
PT X =146550.230
SE = 0.033

CURVE DATA
U.S.H. 53, (SB)
Δ =15°06'15" (LT)
D =0°44'60"
T =1012.81
L =2013.88
E =66.85
R =7639.44
DB =N 31°04'34" W
DA =N 46°10'48" W
PC STA 759+08.85
PC Y =184304.912
PC X =147447.288
PI STA 769+21.66
PI Y =185172.369
PI X =146924.500
PT STA 779+52.18(2)
PT Y =185873.634
PT X =146193.736
SE = 0.026

STA 765+38 NB (℄)
INL 8-MS
1-18" X 130' RCCP CL III
1-18" AEW
EXISTING TO REMAIN
REPLACE RT MARKER POST

STA 764+18 - 765+29 NB (℄)
CONCRETE CHANNEL
6" THICK, 9' WIDE
EXISTING TO REMAIN
CLEAN CONCRETE CHANNEL
30 LF TOTAL

STA 785+30 NB (℄)
1-48" X 328' RCCP CL IV
2-48" AEW'S
EXISTING TO REMAIN
SALVAGE APRON ENDWALL LT
RESET AT EXISTING LOCATION
CLEAN CULVERT PIPE

STA 786+11 NB (℄)
1-24" X 268' RCCP CL III
2-24" AEW'S
EXISTING TO REMAIN
CLEAN CULVERT PIPE

STA 787+43 NB (℄)
INL 1-A (SURFACE DRAIN, DROP INLET)
1-12" X 60' PUU
2-15° ELBOWS
RECONSTRUCT INLET
CLEAN CULVERT PIPE

STA 786+89 NB (℄)
1-24" X 256' RCCP CL III
2-24" AEW'S
EXISTING TO REMAIN
SALVAGE LT APRON ENDWALL
RESET AT EXISTING LOCATION
SALVAGE CULVERT PIPE (8' SECTION LT)
RESET AT EXISTING LOCATION
CLEAN CULVERT PIPE
CLEAR RT OUTLET

STATION 786+50.28
BRIDGE DECK OVERLAY B-09-65
3 SPAN 45" PRESTRESSED CONC
GIRDER STRUCTURE
140' OVERALL LENGTH
40' CLEAR ROADWAY WIDTH
(SEE STR OVERLAY PLANS)

PROJECT NO: 1190-05-75	HWY: U.S.H. 53	COUNTY: CHIPPEWA	PLAN	SCALE, FEET 0 100 200	SHEET 64	E

FILE NAME : \\SEHCF1\Projects\UZ\W\Witnw\119996\CAD\050106_pp.dgn PLOT TIME : 1:33:50 PM PLOT DATE : 11/11/2015 PLOT BY : SEH PLOT NAME : PLOT SCALE : N/A

WISDOT/CADDS SHEET 44

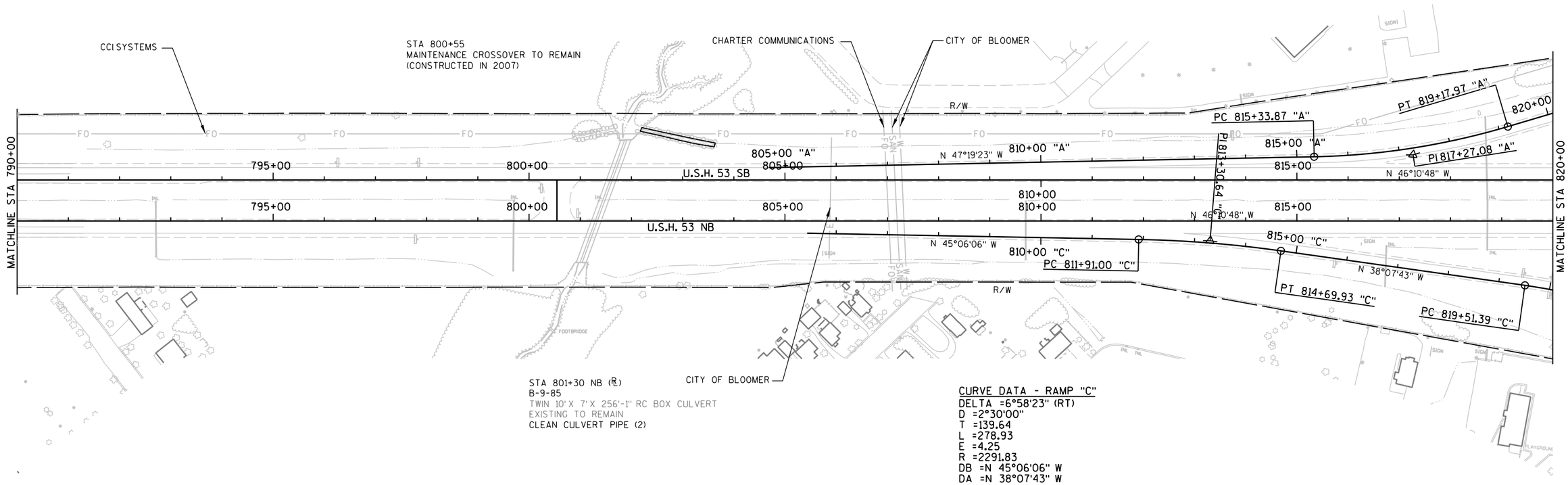
5

CURVE DATA - RAMP "A"
DELTA =15°21'50" (LT)
D =3°59'60"
T =193.21
L =384.10
E =12.97
R =1432.39
DB =N 47°19'23" W
DA =N 62°41'13" W
PC STA 815+33.87
PC Y =188320.779
PC X =143578.294
PI STA 817+27.08
PI Y =188451.748
PI X =143436.250
PT STA 819+17.97
PT Y =188540.402
PT X =143264.582
SE = 0.060

STA 818+65 SB (R)
INL 8-MS GORE INL UNDER RAMP
1-18" X 64'RCCP CL III
1-18" AEW
EXISTING TO REMAIN
CLEAN CULVERT PIPE

STA 818+72 SB (R)
INL 8-MS TO INL 8-MS
1-18" X 96'RCCP CL III
EXISTING TO REMAIN
CLEAN CULVERT PIPE

STA 802+14 - 803+64 SB(R)
CONCRETE CHANNEL
6" THICK, 8' WIDE
RECONSTRUCT 150 LF OF
CONCRETE CHANNEL



STA 801+30 NB (R)
B-9-85
TWIN 10' X 7' X 256'-1" RC BOX CULVERT
EXISTING TO REMAIN
CLEAN CULVERT PIPE (2)

CITY OF BLOOMER

CURVE DATA - RAMP "C"
DELTA =6°58'23" (RT)
D =2°30'00"
T =139.64
L =278.93
E =4.25
R =2291.83
DB =N 45°06'06" W
DA =N 38°07'43" W
PC STA 811+91.00
PC Y =188199.922
PC X =143937.398
PI STA 813+30.64
PI Y =188298.484
PI X =143838.485
PT STA 814+69.93
PT Y =188408.325
PT X =143752.270
SE = 0.059

STA 792+70 NB (R)
INL 8-MS
1-18" X 104'RCCP CL III
1-18" AEW
EXISTING TO REMAIN
CLEAN CULVERT PIPE

STA 799+70 NB (R)
INL 8-MS
1-18" X 136'RCCP CL III
1-18" AEW
EXISTING TO REMAIN
REGRADE DITCH
(10 LF TOTAL)

STA 809+71 NB (R)
INL 8-MS
1-18" X 108'RCCP CL III
1-18" AEW
EXISTING TO REMAIN
CLEAN CULVERT PIPE

STA 816+75 NB (R)
INL 8-MS
1-18" X XX'RCCP CL III
1-18" AEW
EXISTING TO REMAIN
CLEAN CULVERT PIPE

STA 818+72 NB (R)
INL 8-MS TO INL 8-MS
GORE INL TO MEDIAN INL
1-18" X 94'RCCP CL III
EXISTING TO REMAIN
CLEAN CULVERT PIPE

5

PROJECT NO: 1190-05-75	HWY: U.S.H. 53	COUNTY: CHIPPEWA	PLAN	SCALE, FEET 0 100 200	SHEET 65	E

CURVE DATA - RAMP "C"
DELTA =13°58'30" (RT)
D =5°00'00"
T =140.45
L =279.50
E =8.57
R =1145.92
DB =N 38°07'43" W
DA =N 24°09'13" W
PC STA 819+51.39
PC Y =188787.052
PC X =143455.005
PI STA 820+91.84
PI Y =188897.532
PI X =143368.289
PT STA 822+30.89
PT Y =189025.683
PT X =143310.820
SE = 0.034

CURVE DATA - S.T.H. 40
DELTA =5°32'44" (LT)
D =1°30'00"
T =185.00
L =369.71
E =4.48
R =3819.72
DB =S 88°43'14" E
DA =N 85°44'02" E
PC STA 163+75.68
PC Y =189136.507
PC X =143275.992
PI STA 165+60.68
PI Y =189132.376
PI X =143460.944
PT STA 167+45.38
PT Y =189146.138
PT X =143645.429
SE = 0.028

CURVE DATA - S.T.H. 40
DELTA =1°33'08" (RT)
D =0°30'00"
T =155.23
L =310.43
E =1.05
R =11459.16
DB =N 89°43'39" E
DA =S 88°43'14" E
PC STA 154+58.45
PC Y =189152.785
PC X =142358.940
PI STA 156+13.68
PI Y =189153.524
PI X =142514.164
PT STA 157+68.88
PT Y =189150.058
PT X =142669.350
SE = NC

CURVE DATA - RAMP "A"
DELTA =38°32'59" (RT)
D =12°00'00"
T =166.97
L =321.25
E =28.35
R =477.46
DB =N 62°41'13" W
DA =N 24°08'14" W
PC STA 826+56.12
PC Y =188879.106
PC X =142608.722
PI STA 828+23.09
PI Y =188955.721
PI X =142460.366
PT STA 829+77.37
PT Y =189108.093
PT X =142392.088
SE = 0.058

STA 154+60 EB S.T.H. 40
INLETS 3-H (MEDIAN NOSE)
1-18" X 8' CP (INL-INL)
EXISTING TO REMAIN
1-18" X 142' CP CL III
CLEAN CULVERT PIPE
CLEAN BOTH INLET BOXES
(PAID FOR AS ADDITIONAL
CLEAN CULVERT PIPE ITEMS)
REPLACE RT MARKER POST

BEGIN CONSTRUCTION
STA 145+50.00

CURVE DATA - S.T.H. 40
DELTA =0°16'59" (LT)
D =0°30'00"
T =28.31
L =56.62
E =.03
R =11459.16
DB =S 89°59'22" E
DA =N 89°43'39" E
PC STA 150+61.41
PC Y =189151.036
PC X =141961.899
PI STA 150+89.72
PI Y =189151.031
PI X =141990.207
PT STA 151+18.02
PT Y =189151.166
PT X =142018.515
SE = NC

CURVE DATA - S.T.H. 40
DELTA =3°06'25" (LT)
D =1°00'00"
T =155.38
L =310.69
E =2.11
R =5729.58
DB =S 89°59'22" E
DA =N 86°54'13" E
PC STA 186+00.68
PC Y =189151.125
PC X =141480.203
PI STA 187+56.07
PI Y =189151.096
PI X =141635.587
PT STA 189+11.38
PT Y =189159.490
PT X =141790.745
SE = 0.021

CURVE DATA - RAMP "B"
DELTA =8°46'32" (LT)
D =3°00'00"
T =146.54
L =292.51
E =5.61
R =1909.86
DB =N 36°16'00" W
DA =N 45°02'32" W
PC STA 838+18.88
PC Y =189889.860
PC X =141914.349
PI STA 839+65.42
PI Y =190008.015
PI X =141827.662
PT STA 841+11.40
PT Y =190111.561
PT X =141723.964
SE = 0.059

CURVE DATA - S.T.H. 40
DELTA =4°35'20" (RT)
D =3°30'00"
T =65.59
L =131.11
E =1.31
R =1637.02
DB =N 85°44'02" E
DA =S 89°40'37" E
PC STA 168+43.21
PC Y =189153.414
PC X =143742.983
PI STA 169+08.80
PI Y =189158.294
PI X =143808.393
PT STA 169+74.32
PT Y =189157.924
PT X =143873.985
SE = 0.048

STA 157+48 EB S.T.H. 40
INL 3-H (MEDIAN INLET)
1-18" X 14' CP CL III
EXISTING TO REMAIN
CLEAN INLET BOX
(PAID FOR AS ADDITIONAL
CLEAN CULVERT PIPE ITEM)

STA 157+63 EB S.T.H. 40
INL 3-H (MEDIAN INLET)
1-18" X 34' CP CL III
EXISTING TO REMAIN

STA 157+73 EB S.T.H. 40
INL 3-H
1-18" X 80' CP CL III
EXISTING TO REMAIN

BEGIN PAVING
STA 153+07.00

STA 153+23 EB S.T.H. 40
1-30" X 222' CP CL IV
WITH LINER
EXISTING TO REMAIN

STA 149+25 EB S.T.H. 40
1-30" X 192' CP CL III
1-8" DRAIN FROM NE
EXISTING TO REMAIN
REPLACE CULVERT PIPE
(20' SECTION LT, 30" CP CL III)
REPLACE LT APRON ENDWALL
CLEAN CULVERT PIPE
REPLACE MARKER POST

CURVE DATA - S.T.H. 40
DELTA =0°52'50" (LT)
D =0°30'00"
T =88.06
L =176.13
E =.34
R =11459.16
DB =S 88°47'47" E
DA =S 89°40'37" E
PC STA 200+51.68
PC Y =189164.597
PC X =142930.421
PI STA 201+39.75
PI Y =189162.747
PI X =143018.467
PT STA 202+27.81
PT Y =189162.250
PT X =143106.530
SE = NC

CURVE DATA - S.T.H. 40
DELTA =4°18'00" (RT)
D =2°01'55"
T =105.86
L =211.62
E =1.99
R =2819.72
DB =N 86°54'13" E
DA =S 88°47'47" E
PC STA 191+92.89
PC Y =189174.696
PC X =142071.848
PI STA 192+98.75
PI Y =189180.415
PI X =142177.553
PT STA 194+04.51
PT Y =189178.191
PT X =142283.390
SE = 0.035

CURVE DATA - RAMP "B"
DELTA =12°07'46" (LT)
D =5°00'00"
T =121.75
L =242.59
E =6.45
R =1145.92
DB =N 24°08'14" W
DA =N 36°16'00" W
PC STA 831+44.62
PC Y =189332.544
PC X =142291.511
PI STA 832+66.37
PI Y =189443.650
PI X =142241.725
PT STA 833+87.21
PT Y =189541.813
PT X =142169.704
SE = 0.034

EXISTING INL
EAST END STRUCTURE
EXISTING TO REMAIN

STA 203+00 WB S.T.H. 40
INL 3-H (MEDIAN NOSE)
1-18" X 150' CP CL III
EXISTING TO REMAIN
CLEAN INLET BOX
(PAID FOR AS ADDITIONAL
CLEAN CULVERT PIPE ITEM)

STA 165+49 EB S.T.H. 40
1-30" X 248' CPCS CL IV
2-30" AEW'S
EXISTING TO REMAIN
REGRADE DITCH RT
(10 LF TOTAL)
REPLACE RT MARKER POST

STA 166+18 EB S.T.H. 40
1-30" X 204' CPCS CL IV
2-30" AEW'S
EXISTING TO REMAIN
REGRADE DITCH RT
(10 LF TOTAL)
REPLACE RT MARKER POST

STA 158+02-161+18 EB S.T.H. 40
6" SIDEWALK ON BRIDGE
PATCH 316 LF VERTICAL
FACE OF SIDEWALK

STA 167+50 EB S.T.H. 40
MEDIAN INLETS TO NORTH
1-18" X 60' CSCP
1-18" AEW
EXISTING TO REMAIN
CLEAN CULVERT PIPE

STA 828+92 NB (R)
INL 8-MS
1-18" X 92' RCCP CL III
1-18" AEW
EXISTING TO REMAIN
SALVAGE APRON ENDWALL
RESET AT EXISTING LOCATION

STA 828+94 NB (NE RAMP)
1-30" X 136' RCCP CL III
2-30" AEW'S
EXISTING TO REMAIN
CLEAN CULVERT PIPE
CLEAN DITCH (10 LF TOTAL)
REPLACE BOTH MARKER POSTS

STA 830+72 NB (R)
1-18" X 192' RCCP CL III
1-18" AEW
EXISTING TO REMAIN
1-18" LT APRON ENDWALL REO'D
SALVAGE RT APRON ENDWALL
RESET AT EXISTING LOCATION

CURVE DATA - RAMP "D"
DELTA =20°35'46" (LT)
D =12°00'00"
T =86.75
L =171.63
E =7.82
R =477.46
DB =N 40°06'00" W
DA =N 60°41'47" W
PC STA 824+93.55
PC Y =189319.406
PC X =143162.521
PI STA 825+80.30
PI Y =189385.766
PI X =143106.640
PT STA 826+65.18
PT Y =189428.226
PT X =143030.988
SE = 0.058

CURVE DATA - RAMP "D"
DELTA =13°21'33" (RT)
D =4°00'00"
T =167.75
L =333.98
E =9.79
R =1432.39
DB =N 60°41'47" W
DA =N 47°20'13" W
PC STA 834+82.59
PC Y =189828.298
PC X =142318.177
PI STA 836+50.34
PI Y =189910.402
PI X =142171.892
PT STA 838+16.57
PT Y =190024.085
PT X =142048.535
SE = 0.060

STA 840+71 NB (R)
1-24" X 238' RCCP CL III
2-24" AEW'S
EXISTING TO REMAIN
SALVAGE APRON ENDWALL LT
RESET AT EXISTING LOCATION
CLEAN APRON ENDWALL

END PAVING
STA 164+47.00

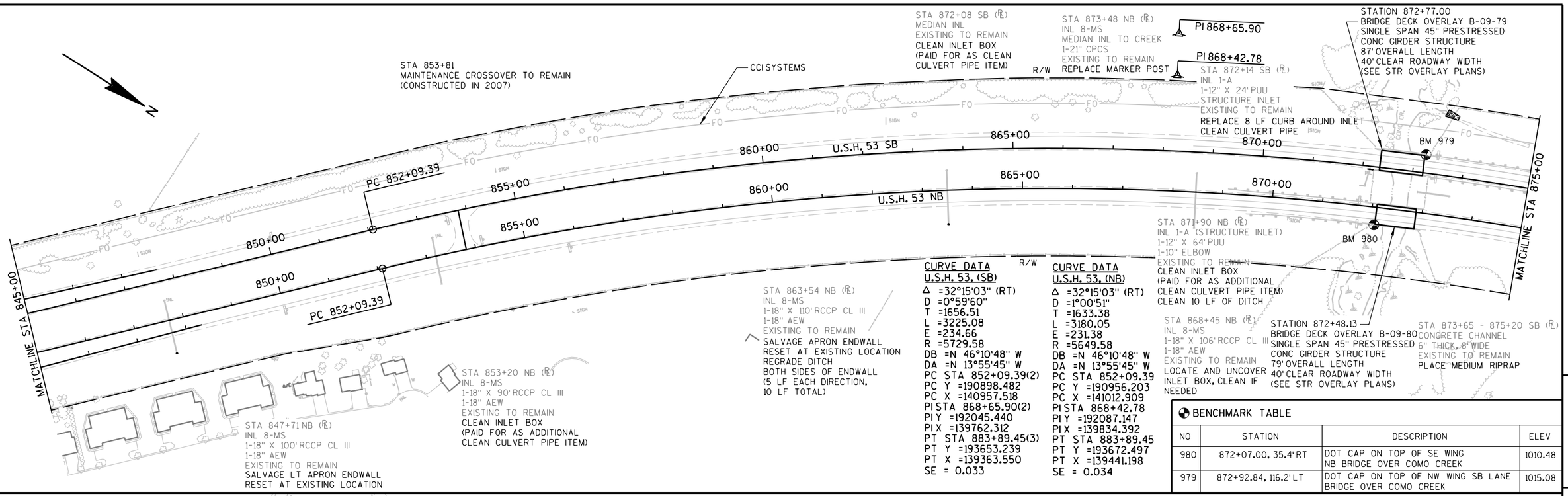
END CONSTRUCTION
STA 168+10.00

CITY OF BLOOMER
CCI SYSTEMS
BLOOMER TELEPHONE COMPANY
WE ENERGIES
U.S.H. 53 SB
U.S.H. 53 NB
S.T.H. 40
CAUTION
B-09-78
MATCHLINE STA 820+00
MATCHLINE STA 845+00

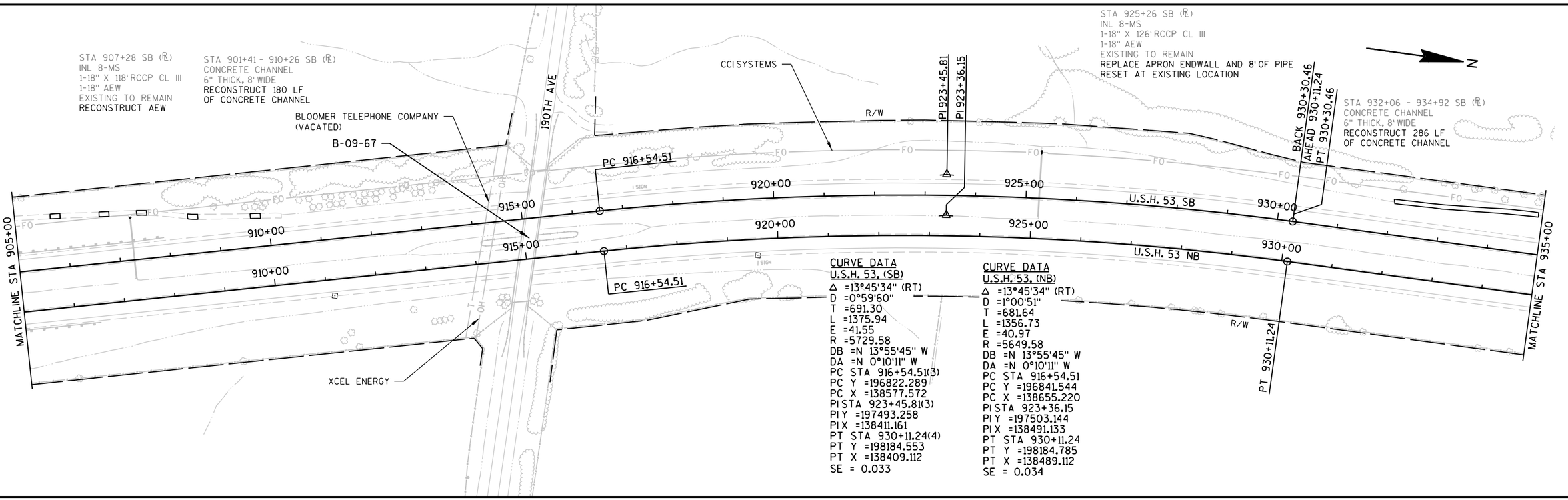
PROJECT NO: 1190-05-75	HWY: U.S.H. 53	COUNTY: CHIPPEWA	PLAN	SCALE, FEET 0 100 200	SHEET 66	E

FILE NAME : \\SEHCF1\Projects\UZ\W\Witnw\119996\CAD\050108_pp.dgn PLOT TIME : 1:33:52 PM PLOT DATE : 11/11/2015 PLOT BY : SEH PLOT NAME : PLOT SCALE : N/A

WISDOT/CADDS SHEET 44



PROJECT NO: 1190-05-75	HWY: U.S.H. 53	COUNTY: CHIPPEWA	PLAN	SCALE, FEET 0 100 200	SHEET 67	E



PROJECT NO: 1190-05-75	HWY: U.S.H. 53	COUNTY: CHIPPEWA	PLAN	SCALE, FEET 0 100 200	SHEET 68	E

FILE NAME : \\SEHCF1\Projects\UZ\W\Witnw\119996\CAD\050110_pp.dgn PLOT TIME : 1:33:53 PM PLOT DATE : 11/11/2015 PLOT BY : SEH PLOT NAME : PLOT SCALE : N/A

WISDOT/CADDS SHEET 44

5

CURVE DATA - RAMP "A"
DELTA =18°14'08" (LT)
D =4°00'00"
T =229.89
L =455.89
E =18.33
R =1432.39
DB =N 1°16'58" W
DA =N 19°31'06" W
PC STA 955+51.02
PC Y =200723.989
PC X =138357.222
PI STA 957+80.91
PI Y =200953.819
PI X =138352.075
PT STA 960+06.91
PT Y =201170.496
PT X =138275.268
SE = 0.060

BEGIN CONSTRUCTION
STA 39+85.00

BEGIN PAVING
STA 43+67.00

N

CURVE DATA - RAMP "B"
DELTA =19°27'23" (LT)
D =4°00'00"
T =245.57
L =486.41
E =20.90
R =1432.39
DB =N 20°22'25" E
DA =N 0°55'02" E
PC STA 975+74.76
PC Y =202758.723
PC X =138269.210
PI STA 978+20.33
PI Y =202988.931
PI X =138354.703
PT STA 980+61.17
PT Y =203234.470
PT X =138358.633
SE = 0.060

STA 975+69 SB (R)
INL 8-MS
1-24" X 110'RCCP CL III
1-24" AEW
EXISTING TO REMAIN
CLEAN CULVERT PIPE

STA 981+05 SB (R)
INL 9-MS
1-30" X 112'RCCP CL III
1-30" AEW
EXISTING TO REMAIN
SALVAGE APRON ENDWALL
RESET AT EXISTING LOCATION

CCI SYSTEMS

BLOOMER TELEPHONE COMPANY(?)

B-09-68

S.T.H. 64

U.S.H. 53 SB

U.S.H. 53 NB

MATCHLINE STA 955+00

MATCHLINE STA 985+00

40+00

45+00

50+00

55+00

PC 955+51.02 "A"

PT 960+06.91 "A"

960+00 "A"

965+00 "A"

N 19°31'06" W

PI 957+80.91 "A"

970+00 "B"

N 20°22'25" E

975+00 "B"

PC 975+74.76 "B"

PT 980+61.17 "B"

980+00 "B"

PI 978+20.33 "B"

N 0°55'02" E

960+00

965+00

970+00

975+00

980+00

N 0°10'11" W

PC 955+69.51 "C"

PI 958+16.18 "C"

960+00 "C"

PT 960+58.05 "C"

N 20°26'43" E

965+00 "C"

STA 51+08 RT
SURFACE DRAIN
INL 1-A
1-12" X 42'RCCP CL III
EXISTING TO REMAIN
ADJUST INLET COVER

STA 51+08 LT
SURFACE DRAIN
INL 1-A
1-12" X 82'PUU
1-10° ELBOW REQ'D
ADJUST INLET COVER

PI 978+64.67 "D"

980+00 "D"

975+00 "D"

PC 976+26.34 "D"

970+00 " D"

N 19°30'59" W

PT 980+98.66 "D"

PC 983+52.74 "D"

BLOOMER TELEPHONE COMPANY(?)

END PAVING
STA 55+52.00

END CONSTRUCTION
STA 55+85.00

CURVE DATA - RAMP "C"
DELTA =19°32'30" (RT)
D =4°00'00"
T =246.67
L =488.54
E =21.08
R =1432.39
DB =N 0°54'12" E
DA =N 20°26'43" E
PC STA 955+69.51
PC Y =200743.042
PC X =138518.005
PI STA 958+16.18
PI Y =200989.678
PI X =138521.895
PT STA 960+58.05
PT Y =201220.807
PT X =138608.058
SE = 0.060

STA 961+92 NB (R)
1-36" X 570'RCCP CL III
1-36" X 578'RCCP CL III
4-36" AEW'S
EXISTING TO REMAIN
CLEAN RT APRON ENDWALLS (2)
CLEAN NORTHERN CULVERT PIPE

STA 962+00 NB (S.T.H. 64 RAMP)
1-18" X 122'RCCP CL III
2-18" AEW'S
EXISTING TO REMAIN
CLEAN RT APRON ENDWALL
SALVAGE LT APRON ENDWALL
RESET AT EXISTING LOCATION

STA 964+95 NB (R)
INL 8-MS
1-18" X 116'RCCP CL III
1-18" AEW
EXISTING TO REMAIN
CLEAN APRON ENDWALL

CURVE DATA - RAMP "D"
DELTA =18°53'34" (RT)
D =4°00'00"
T =238.32
L =472.32
E =19.69
R =1432.39
DB =N 19°30'59" W
DA =N 0°37'25" W
PC STA 976+26.34
PC Y =202808.665
PC X =138601.021
PI STA 978+64.67
PI Y =203033.294
PI X =138521.404
PT STA 980+98.66
PT Y =203271.602
PT X =138518.810
SE = 0.060

STA 975+54 NB (R)
INL 8-MS TO INL 8-MS
1-18" X 108'RCCP CL III
EXISTING TO REMAIN

STA 975+80 NB
INL 8-MS
1-18" X 132'RCCP CL III
EXISTING TO REMAIN

STA 981+06 NB (R)
INL 9-MS
1-36" X 128'RCCP CL III
1-36" AEW'S
EXISTING TO REMAIN
REGRADE DITCH
(20 LF TOTAL)

STA 984+19 NB (R)
B-9-86
TRIPLE 8'X 5'X 573'RC
BOX CULVERTS
EXISTING TO REMAIN

PROJECT NO: 1190-05-75	HWY: U.S.H. 53	COUNTY: CHIPPEWA	PLAN	SCALE, FEET 0 100 200	SHEET 69	E

CURVE DATA
U.S.H. 53, (NB)
Δ =1°29'23" (RT)
D =0°14'60"
T =297.95
L =595.87
E =1.94
R =22918.32
DB =N 0°10'11" W
DA =N 1°19'11" E
PC STA 983+52.74
PC Y =203526.267
PC X =138473.279
PI STA 986+50.69
PI Y =203824.215
PI X =138472.395
PT STA 989+48.61
PT Y =204122.086
PT X =138479.258

STA 989+06 SB (℄)
INL 8-MS
1-18" X 114' RCCP CL III
1-18" AEW
EXISTING TO REMAIN
CLEAN CULVERT PIPE

STA 997+80 SB (℄)
INL 9-MS
1-30" X 130' RCCP CL III
1-30" AEW
EXISTING TO REMAIN
CLEAN CULVERT PIPE

STA 1006+92 SB (℄)
INL 9-MS
1-24" X 116' RCCP CL III
1-24" AEW
EXISTING TO REMAIN

N

CEMETERY
CCI SYSTEMS
R/W
BACK 1004+86.80
AHEAD 1004+87.26
990+00
995+00
1000+00
1005+00
1010+00
1015+00
U.S.H. 53, SB
MATCHLINE STA 985+00
990+00
N 1°19'11" E
995+00
1000+00
1005+00
1010+00
1015+00
U.S.H. 53 NB
N 0°37'25" W
990+00 "D"
R/W
PI 986+50.69
PT 989+48.61
PC 998+91.40
PI 1001+89.35
PT 1004+87.26
END PROJECT
STA 1013+50.00

STA 1006+73
MAINTENANCE CROSSOVER TO REMAIN
(CONSTRUCTED IN 2007)

CURVE DATA
U.S.H. 53, (NB)
Δ =1°29'23" (LT)
D =0°14'60"
T =297.94
L =595.85
E =1.94
R =22918.32
DB =N 1°19'11" E
DA =N 0°10'11" W
PC STA 998+91.40
PC Y =205064.631
PC X =138500.974
PI STA 1001+89.35
PI Y =205362.496
PI X =138507.836
PT STA 1004+87.26
PT Y =205660.439
PT X =138506.953

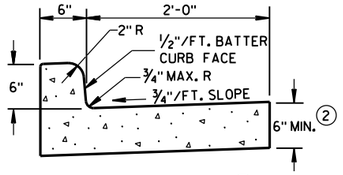
STA 997+80 NB (℄)
INL 9-MS
1-30" X 146' RCCP CL III
1-30" AEW
EXISTING TO REMAIN
REGRADE DITCH RT
(10 LF TOTAL)
CLEAN ENDWALL RT

STA 1007+22 NB (℄)
INL 9-MS
1-24" X 120' RCCP CL III
1-24" AEW
EXISTING TO REMAIN
CLEAN CULVERT PIPE
CLEAN APRON ENDWALL RT

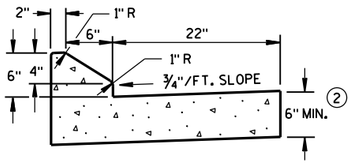
PROJECT NO: 1190-05-75	HWY: U.S.H. 53	COUNTY: CHIPPEWA	PLAN	SCALE, FEET 0 100 200	SHEET 70	E

Standard Detail Drawing List

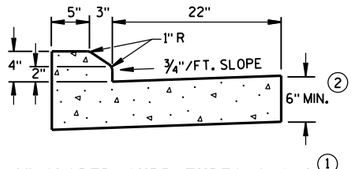
08D01-18	CONCRETE CURB, CONCRETE CURB AND GUTTER AND TIES
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
13A05-05A	SHOULDER RUMBLE STRIP, MILLING
13A05-05B	SHOULDER RUMBLE STRIP, MILLING
15A02-08	DELINEATOR POST, DELINEATOR, AND DELINEATOR BRACKET WITH REFLECTIVE SHEETING
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15A06-02	DELINEATOR LAYOUT
15C08-16A	PAVEMENT MARKING (MAINLINE)
15C08-16B	PAVEMENT MARKING (INTERSECTIONS)
15C08-16E	PAVEMENT MARKING (LEFT TURN LANE)
15C12-04	TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
15C14-01	AERIAL ENFORCEMENT BARS PAVEMENT MARKING DETAILS
15C19-03C	MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY
15C31-01A	PAVEMENT MARKING (RAMPS AND GORES)
15C33-01	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D12-05B	TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION
15D15-02	TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE
15D20-03	TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D21-03	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE



TYPES A & D ①

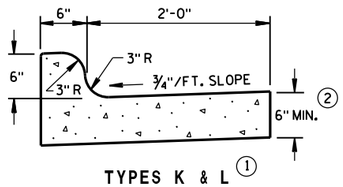


6" SLOPED CURB TYPES G & J ①

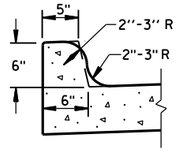


4" SLOPED CURB TYPES G & J ①

CONCRETE CURB & GUTTER 30"

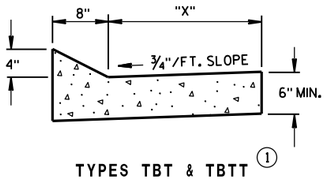


TYPES K & L ①



OPTIONAL CURB SHAPE FOR TYPES K & L ①

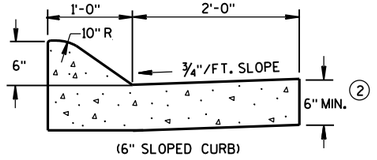
CONCRETE CURB & GUTTER 30"



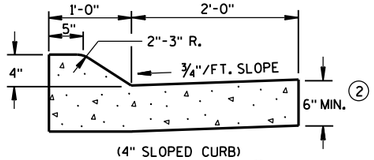
TYPES TBT & TBTT ①

CONCRETE CURB & GUTTER

TBT & TBTT	"X"
30"	22"
36"	28"

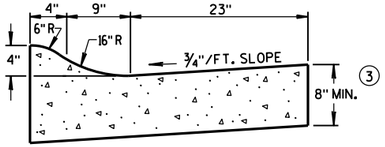


(6" SLOPED CURB)



(4" SLOPED CURB)

TYPES A & D ①



4" SLOPED CURB TYPES R & T ① ④

CONCRETE CURB & GUTTER 36"

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

INTEGRAL CURB & GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB & GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE. A LONGITUDINAL CONSTRUCTION JOINT IS NOT REQUIRED WITH INTEGRAL CURB AND GUTTER.

WHERE THE TRANSVERSE JOINTS IN THE PAVEMENT ARE REQUIRED TO BE SEALED, THE JOINTS IN THE INTEGRAL CURB AND GUTTER SHALL BE SEALED TO THE FACE OF CURB WITH THE SAME TYPE OF SEALANT. THE COST OF FURNISHING AND INSTALLING THIS SEALANT SHALL BE INCIDENTAL TO THE ITEM CONCRETE CURB AND GUTTER.

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2'-0" BEHIND THE BACK OF CURBS.

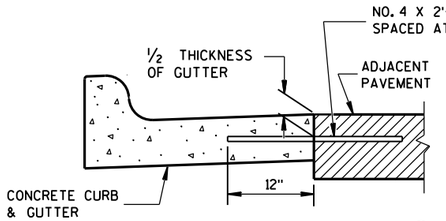
① TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K, R AND TBTT.

② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

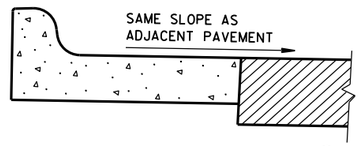
③ THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

④ THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

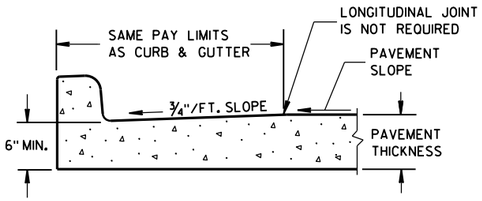
⑤ WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.



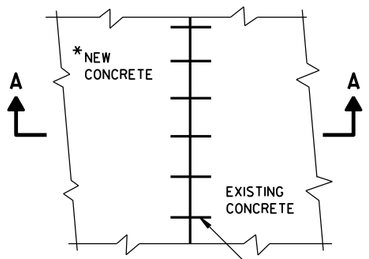
TYPICAL TIE BAR LOCATION ①



REVERSE SLOPE GUTTER ⑤
(TYPICAL FOR ALL CURB & GUTTER TYPES)

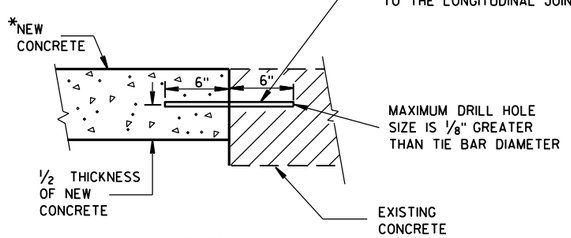


PARTIAL SECTION OF PAVEMENT
WITH INTEGRAL CURB & GUTTER



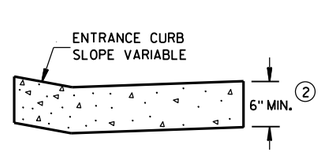
PLAN VIEW

*NEW CURB & GUTTER, SURFACE DRAINS, CONCRETE PAVEMENT OR OTHER NEW CONCRETE.

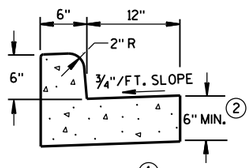


SECTION A-A

TIE BARS DRILLED
INTO EXISTING PAVEMENT

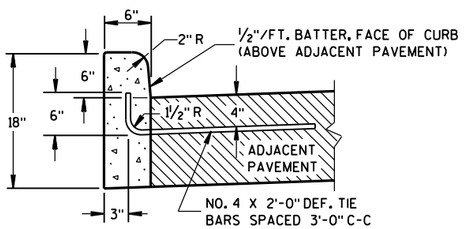


DRIVEWAY ENTRANCE CURB
(WHEN DIRECTED BY THE ENGINEER)

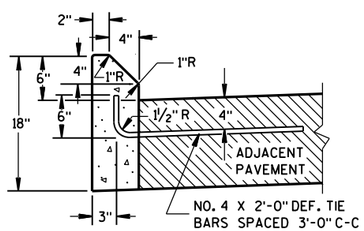


① TYPES A & D

CONCRETE CURB & GUTTER 18"

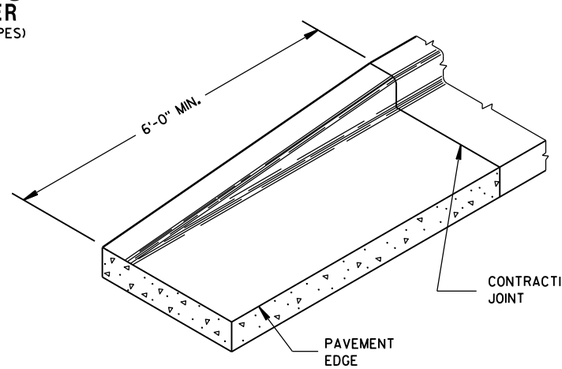


① TYPES A & D



① TYPES G & J

CONCRETE CURB



END SECTION CURB & GUTTER

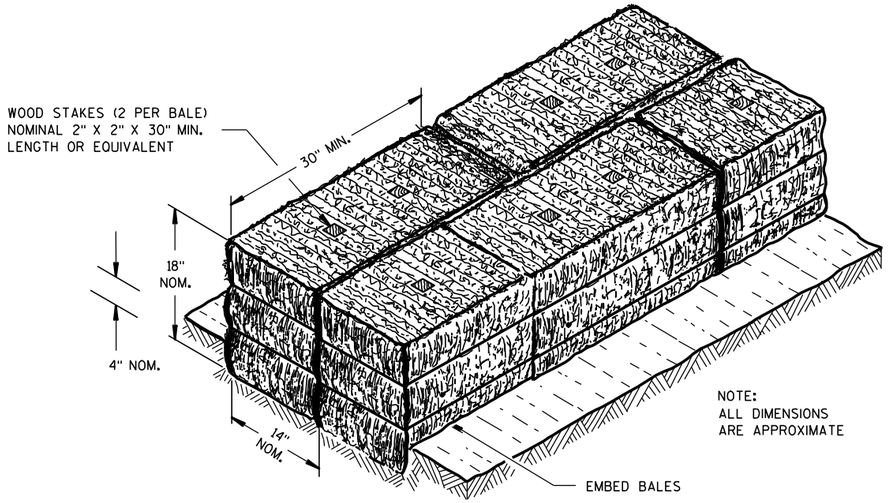
CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

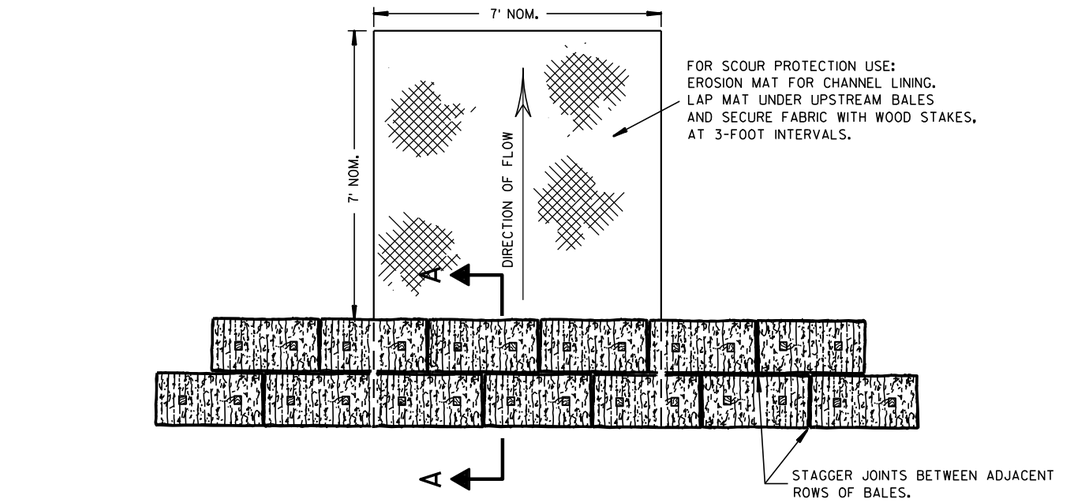
APPROVED
June, 2015 — DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

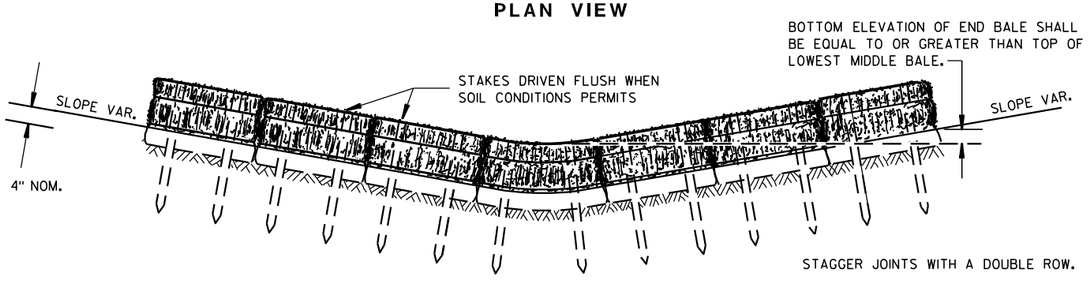
S.D.D. 8 D 1-18



SECTION A-A



PLAN VIEW



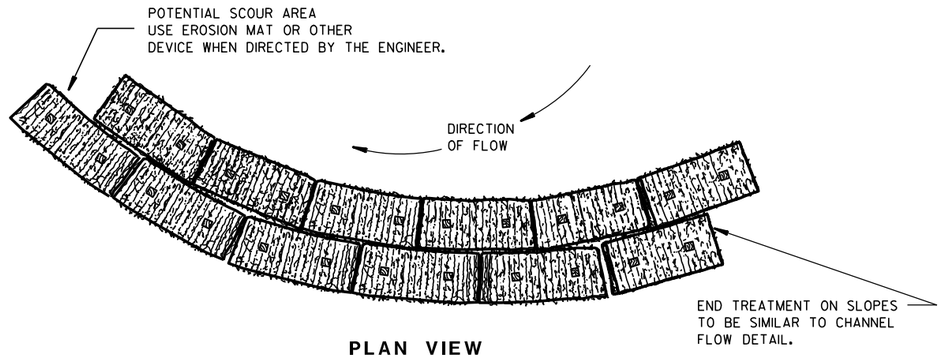
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

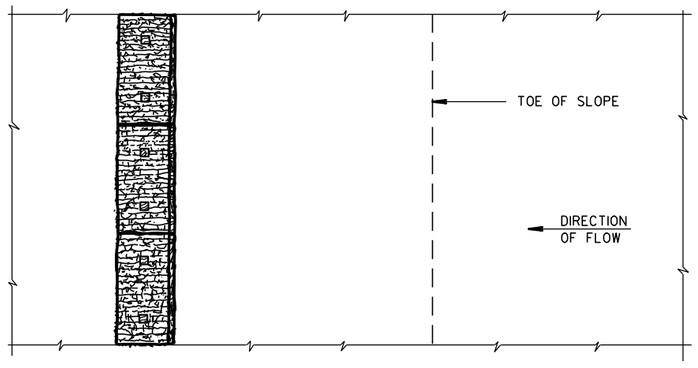
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(1) TEMPORARY DITCH CHECKS EITHER EROSION BALES OR MANUFACTURED SHALL BE PAID FOR UNDER THE BID ITEM OF TEMPORARY DITCH CHECK. THE DEPARTMENT WILL NOT PAY FOR TEMPORARY DITCH CHECKS CONSTRUCTED OF A SINGLE ROW OF EROSION BALES.

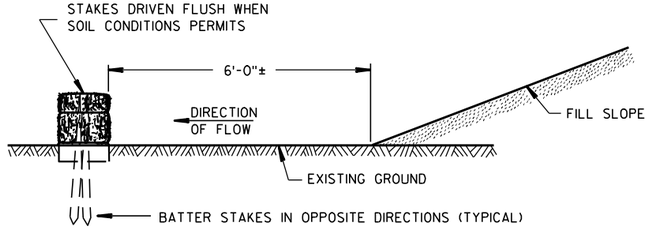


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

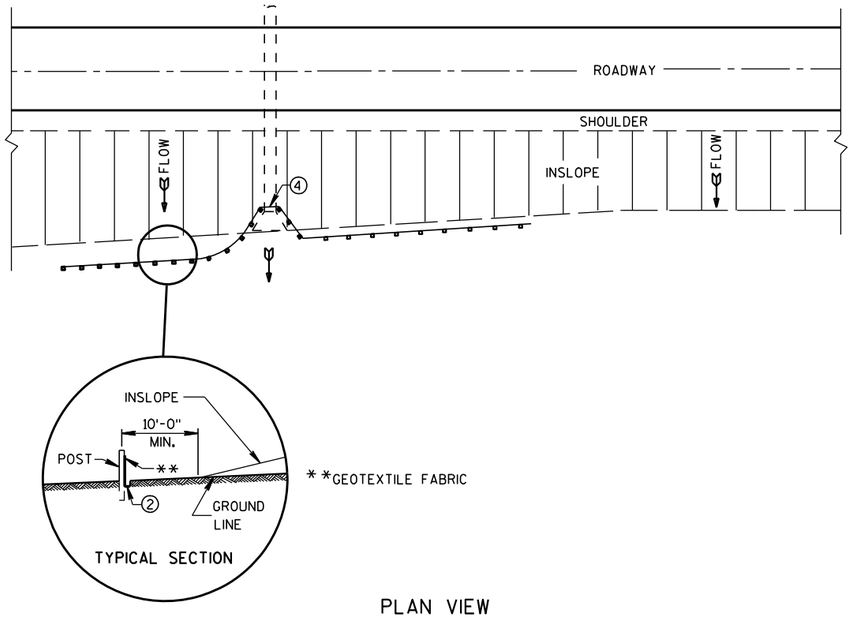
TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

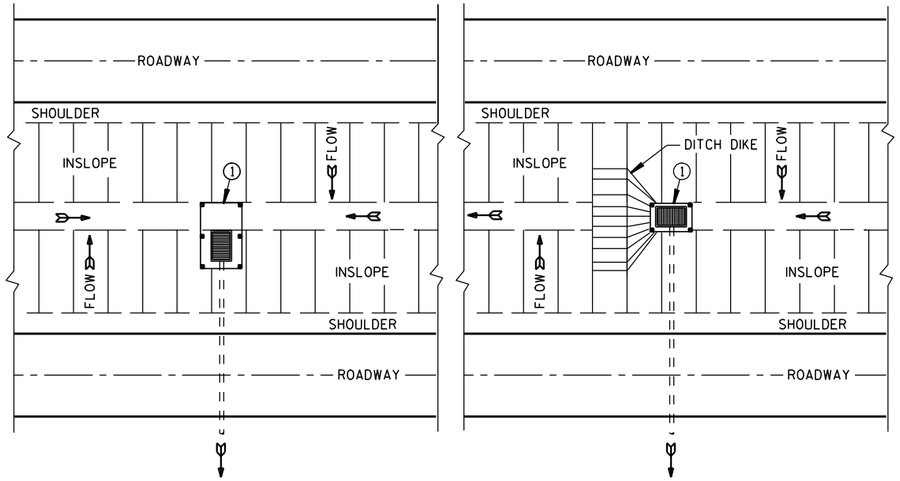
6/04/02 DATE — /S/ Beth Cannestra — CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



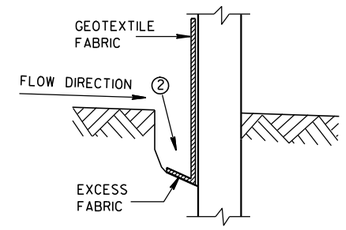
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

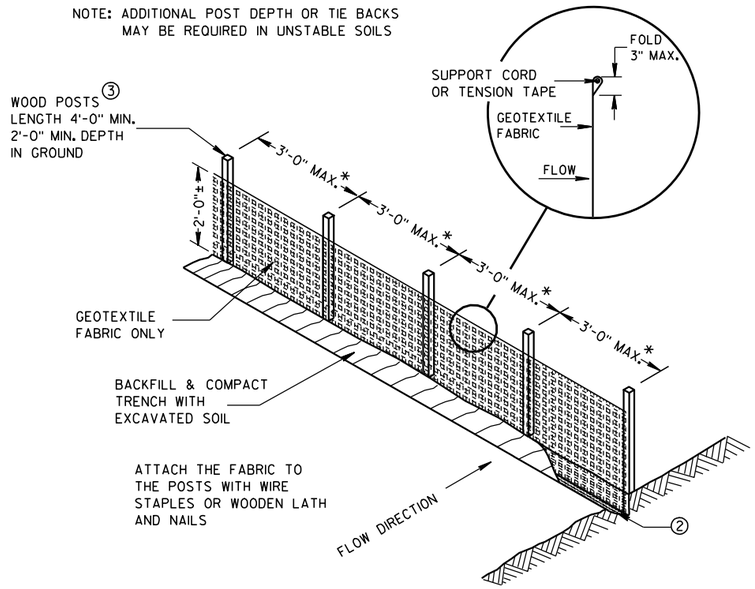
GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

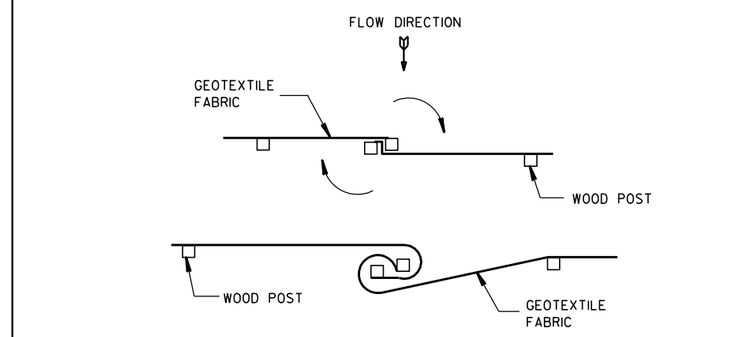
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.
4. SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
5. CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



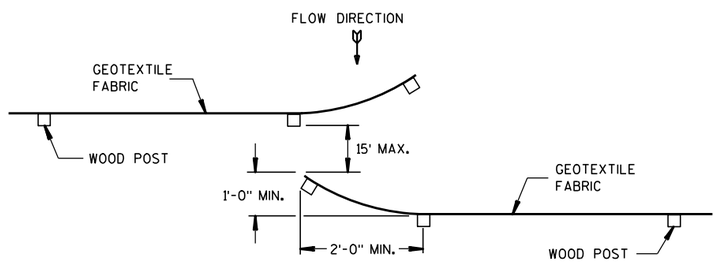
TRENCH DETAIL



SILT FENCE

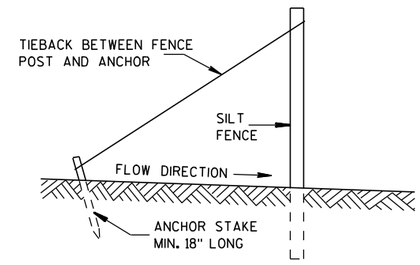


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

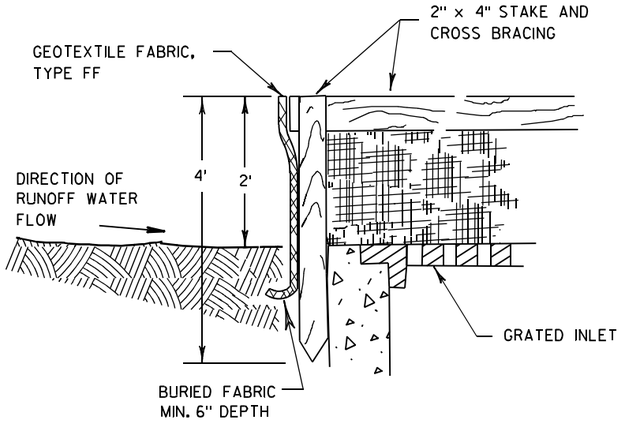
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

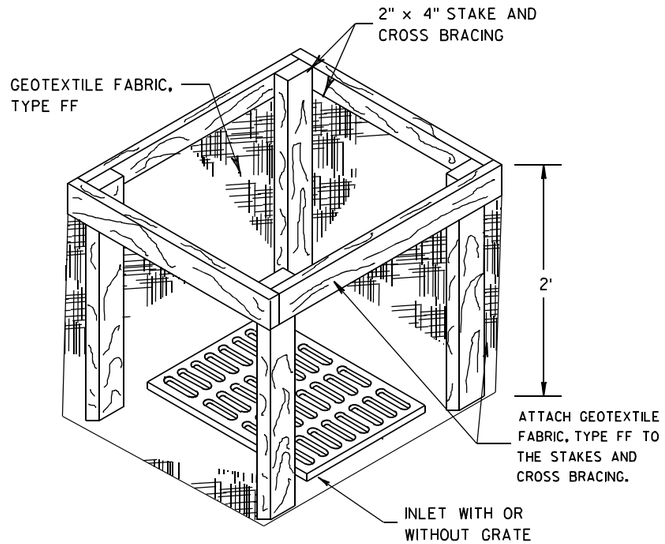
6

S.D.D. 8 E 9-6

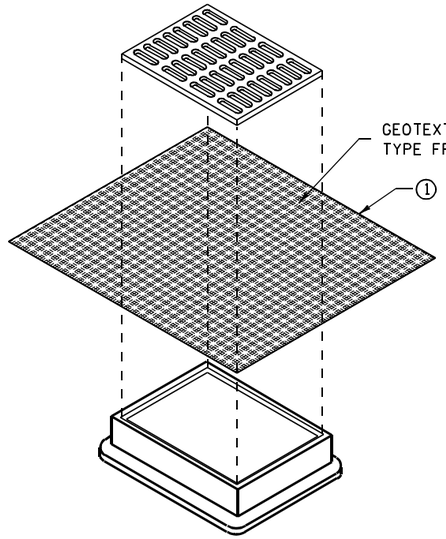
6

S.D.D. 8 E 9-6



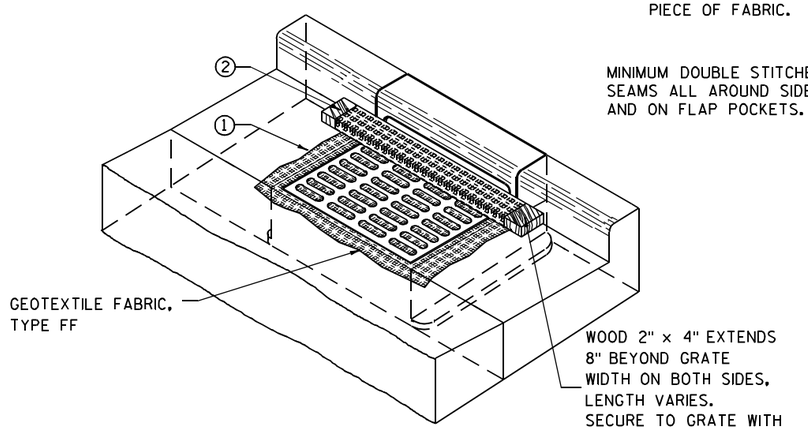


INLET PROTECTION, TYPE A

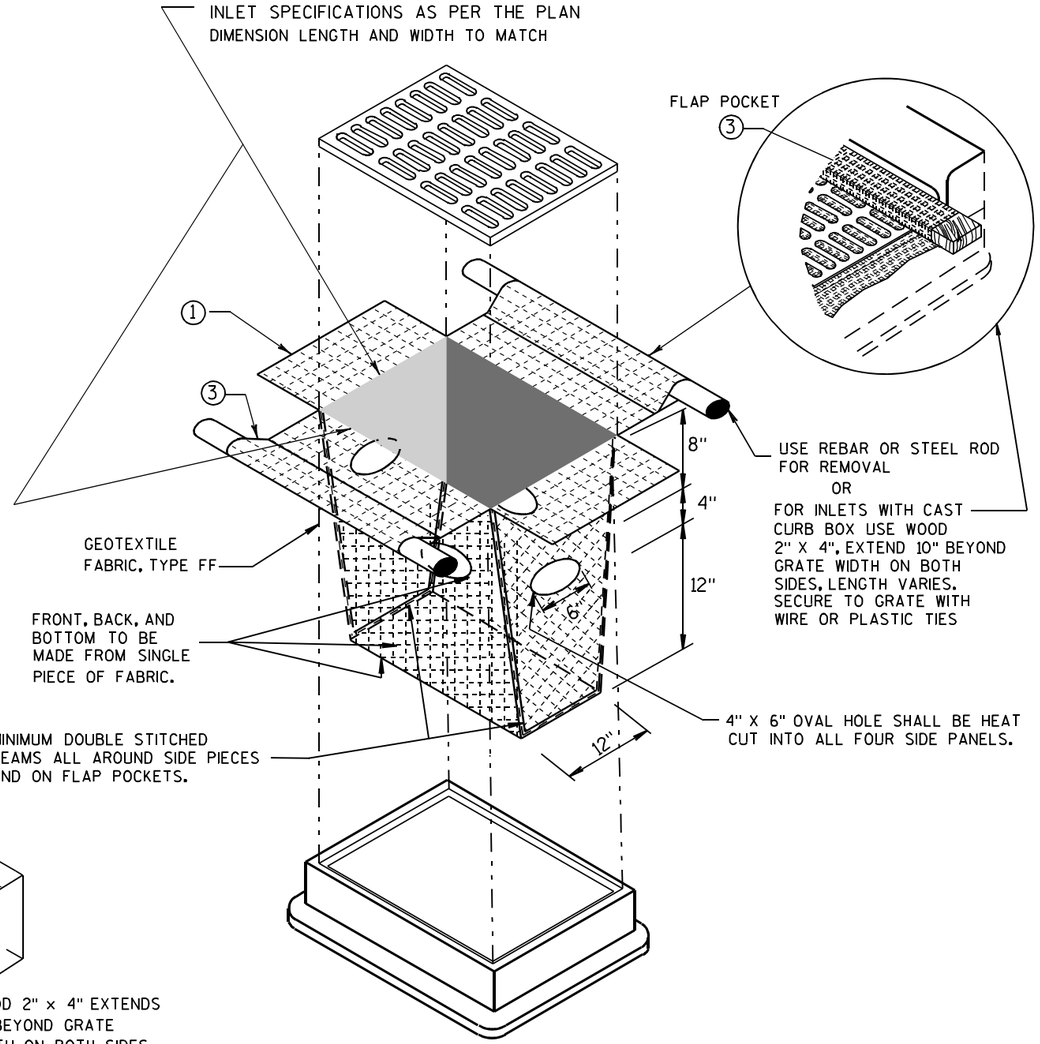


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

(CAN BE INSTALLED IN ANY INLET TYPE WITH
OR WITHOUT A CURB BOX AS PER NOTE ②)

GENERAL NOTES

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPE B & C

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/16/02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6
S.D.D. 8 E 10-2

METAL APRON ENDWALLS

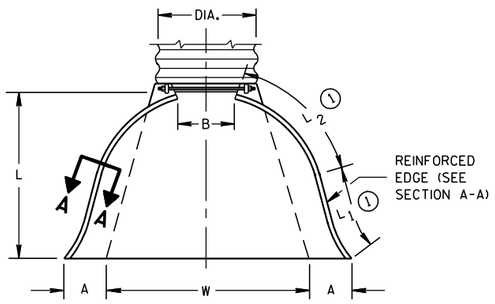
PIPE DIA. (IN.)	MIN. THICK. (Inches)		DIMENSIONS (Inches)							APPROX. SLOPE	BODY
	STEEL	ALUM.	A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")		
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to 1	1 Pc.
21	.064	.060	9	12	6	36	18	29 5/8	42	2 1/2 to 1	1 Pc.
24	.064	.075	10	13	6	41	18	37 1/4	48	2 1/2 to 1	1 Pc.
30	.079	.075	12	16	8	51	18	52 1/4	60	2 1/2 to 1	1 Pc.
36	.079	.105	14	19	9	60	24	59 3/4	72	2 1/2 to 1	2 Pc.
42	.109	.105	16	22	11	69	24	75 5/8	84	2 1/2 to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2 1/4 to 1	3 Pc.
54	.109	.105	18	30	12	84	30	85 1/2	102	2 1/4 to 1	3 Pc.
60	.109×	.105×	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109×	.105×	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109×	.105×	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109×	.105×	18	42	12	87	—	—	132	1 1/2 to 1	3 Pc.
84	.109×	.105×	18	45	12	87	—	—	138	1 1/2 to 1	3 Pc.
90	.109×	.105×	18	37	12	87	—	—	144	1 1/2 to 1	3 Pc.
96	.109×	.105×	18	35	12	87	—	—	150	1 1/2 to 1	3 Pc.

× EXCEPT CENTER PANEL SEE GENERAL NOTES

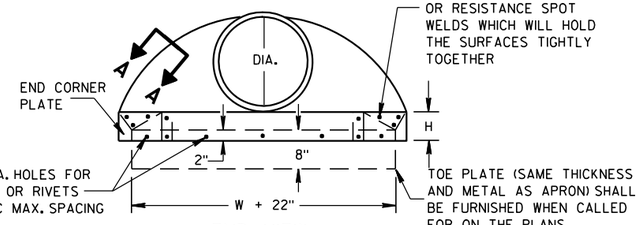
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (Inches)							APPROX. SLOPE
	T	A	B	C	D	E	G	
12	2	4	24	48 7/8	72 1/8	24	2	3 to 1
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1
24	3	9 1/2	43 1/2	30	73 1/2	48	3	3 to 1
27	3 1/4	10 1/2	49 1/2	24	73 1/2	54	3 1/4	3 to 1
30	3 1/2	12	54	19 3/4	73 1/2	60	3 1/2	3 to 1
36	4	15	63	34 3/4	97 3/4	72	4	3 to 1
42	4 1/2	21	63	35	98	78	4 1/2	3 to 1
48	5	24	72	26	98	84	5	3 to 1
54	5 1/2	27	65	* 33 1/4 - ** 35	* 98 1/4 - ** 100	90	5 1/2	2 2/5 to 1
60	6	* 30 - ** 35	60	39	99	96	5	2 to 1
66	6 1/2	* 24-30 **	* 72-78 **	* 21-27 **	99	102	5 1/2	2 to 1
72	7	* 24-36 **	78	21	99	108	6	2 to 1
78	7 1/2	* 24-36 **	78	21	99	114	6 1/2	2 to 1
84	8	36	90 1/2	21	111 1/2	120	6 1/2	1 1/2 to 1
90	8 1/2	41	87 1/2	24	111 1/2	132	6 1/2	1 1/2 to 1

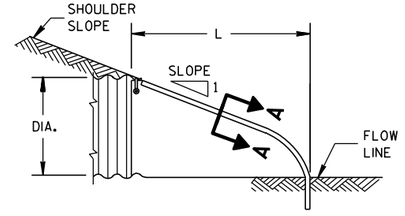
* MINIMUM
** MAXIMUM



PLAN VIEW

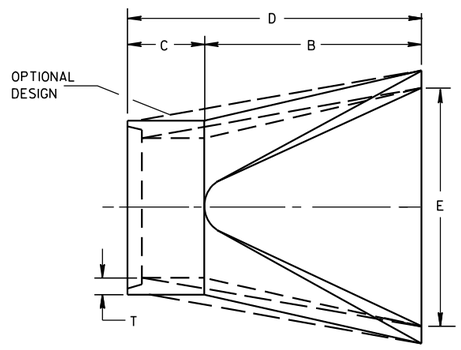


END VIEW

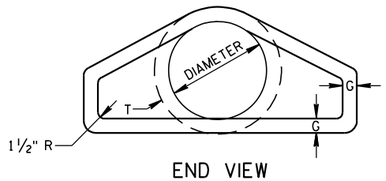


SIDE ELEVATION

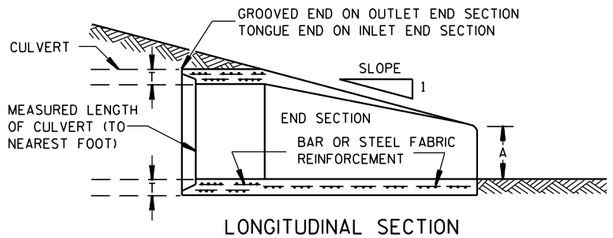
METAL ENDWALLS



PLAN

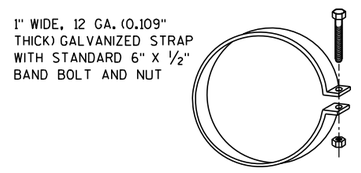


END VIEW



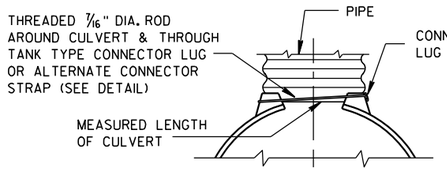
LONGITUDINAL SECTION

CONCRETE ENDWALLS

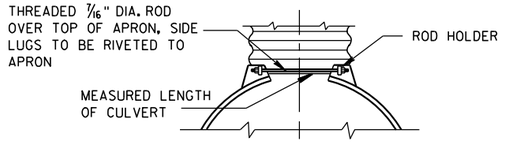


ALTERNATE FOR TYPE 1 CONNECTION

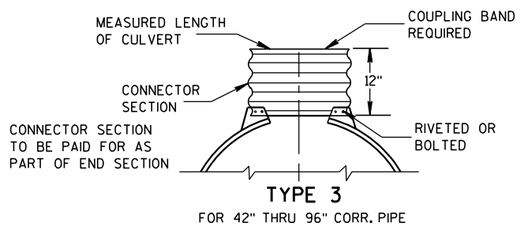
END SECTION CONNECTOR STRAP



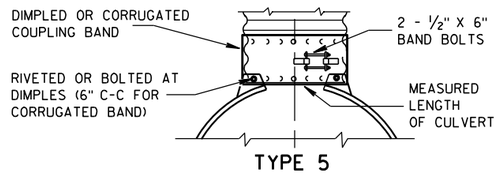
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

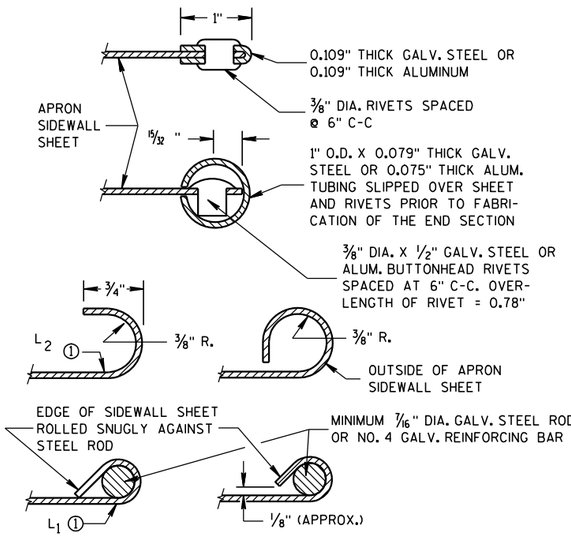
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

FOR CIRCUMFERENTIALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2, 3 OR 5 AS APPLICABLE.

FOR HELICALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2 OR 5.

FOR HELICALLY CORRUGATED PIPES WITH TWO CIRCUMFERENTIAL CORRUGATIONS AT EACH END USE ENDWALL CONNECTION DETAILS 1, 2 OR 3.

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

CONCRETE CULVERT ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 60" THROUGH 96" DIAMETER APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

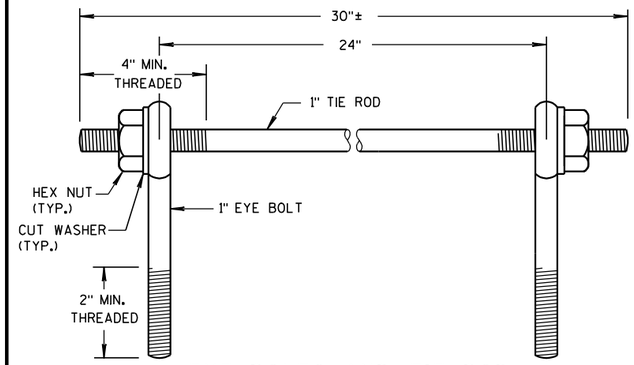
APRON ENDWALLS FOR CULVERT PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

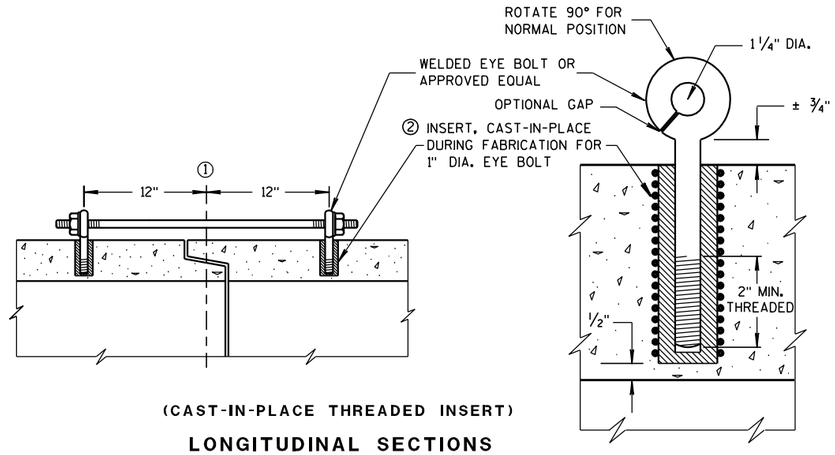
APPROVED
11/30/94 — DATE
/S/ Rory L. Rhinesmith — CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 F 1-11



EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

① ℄ OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

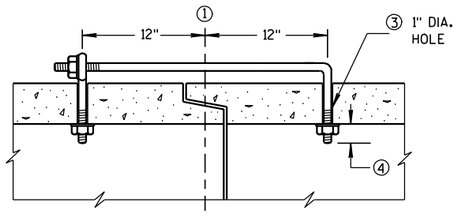
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12 INCHES FROM ℄ OF TONGUE AND GROOVE.

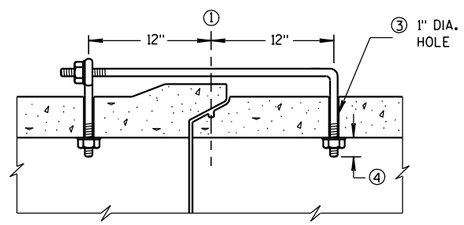
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.

⑥ LENGTH ADEQUATE TO EXTEND TO WITHIN 1/2 INCH OF THE INNER SURFACE OF THE PIPE.



(TONGUE & GROOVE PIPE)

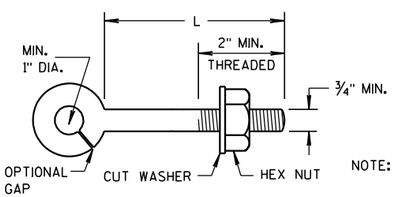


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

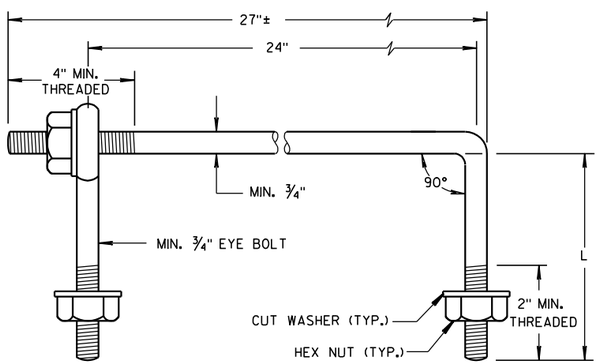
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



NOTE:

EYE BOLT

NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD

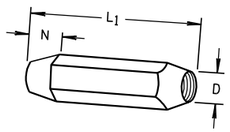
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12-60	5/8	5/8	5	1/2
66-84	3/4	3/4	5	1/2
90-108	1	1	7	1 1/16

DIMENSIONS SHOWN ARE IN INCHES



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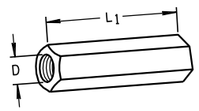
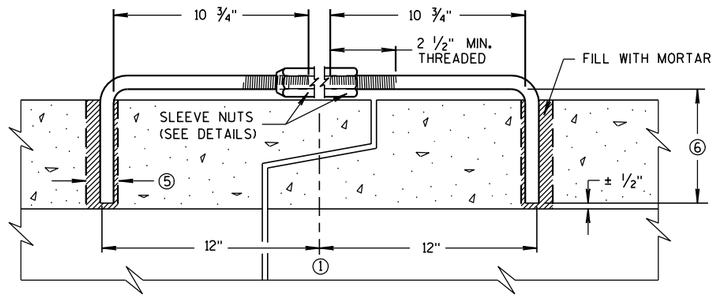


PLAIN

RIGHT AND LEFT THREADS

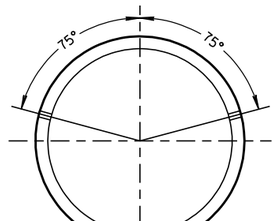
SLEEVE NUTS



LONGITUDINAL SECTION

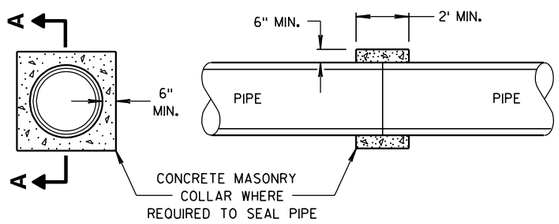
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



SECTION A-A

CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

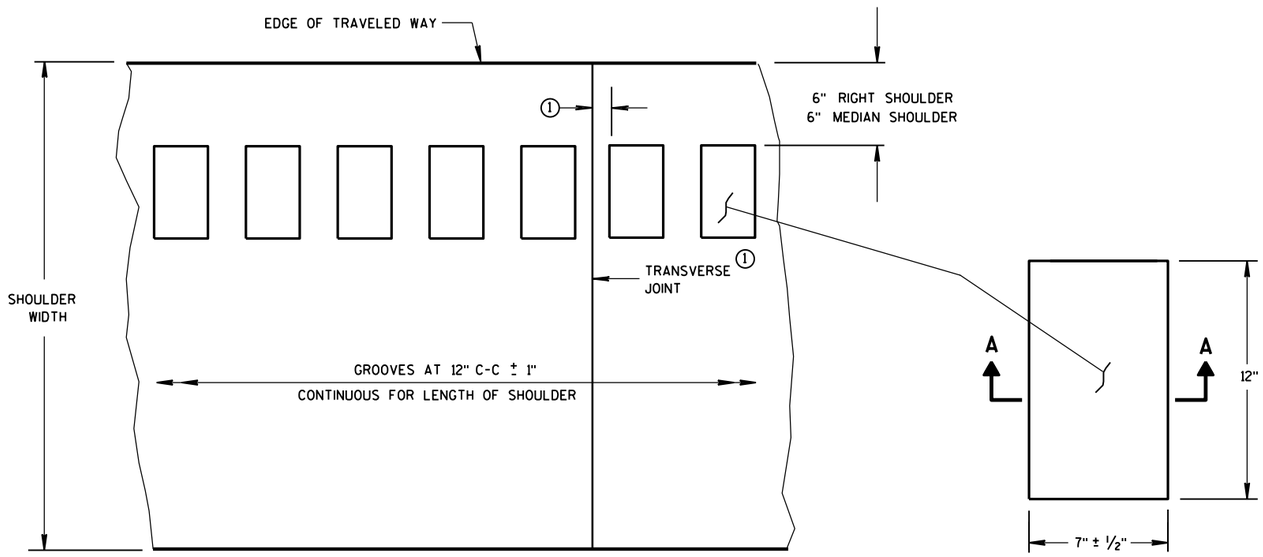
APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
77 — 'MENT
FHWA

6

S.D.D. 8 F 4-7

6

S.D.D. 8 F 4-7



PLAN VIEW
SHOULDER WITH GROOVES

PLAN VIEW
(SINGLE GROOVE)

PLACEMENT DETAIL FOR MILLED RUMBLE STRIP

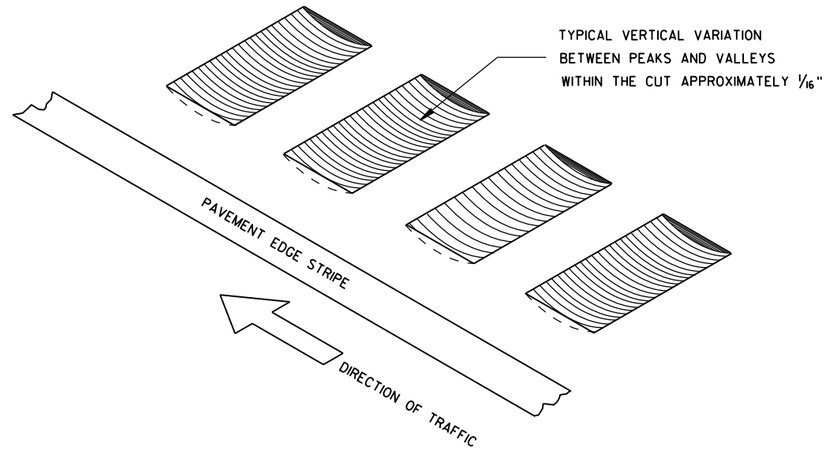
GENERAL NOTES

DETAILS OF CONSTRUCTION SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

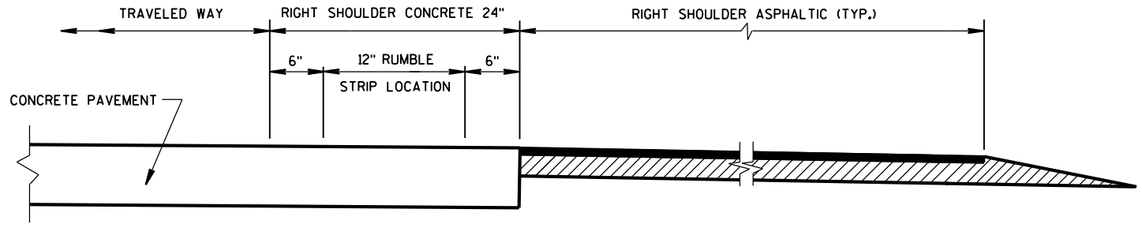
RUMBLE STRIPS ON EXPRESSWAYS

DO NOT INSTALL RUMBLE STRIPS ACROSS SIDE ROAD INTERSECTIONS, COMMERCIAL DRIVEWAYS, PRIVATE DRIVEWAYS OR ADJACENT TO RIGHT TURN LANES, LEFT TURN LANES, TURN LANE TAPERS, BRIDGE DECKS, BRIDGE APPROACHES, OR 100 FEET IN ADVANCE OF RAILROAD CROSSING. THE ATTACHED STANDARD DETAIL DRAWING SHOWS THE LOCATION OF THE RUMBLE STRIPS AT INTERCHANGE AREAS.

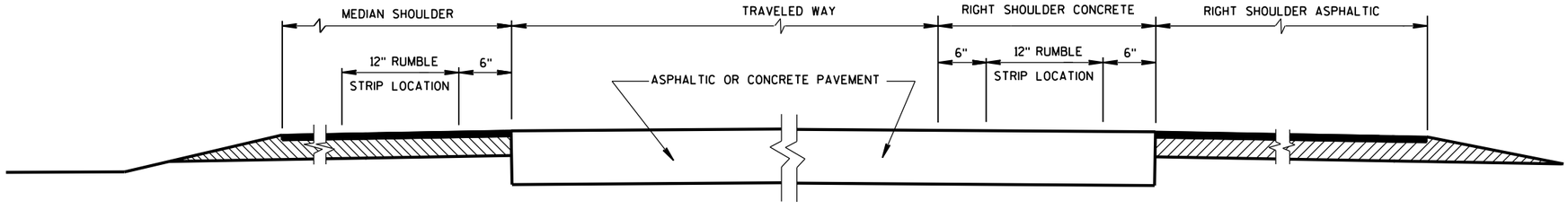
(1) CONCRETE PAVEMENT - RUMBLE STRIPS SHALL BE A MINIMUM OF 6" AWAY FROM TRANSVERSE JOINTS.



ISOMETRIC



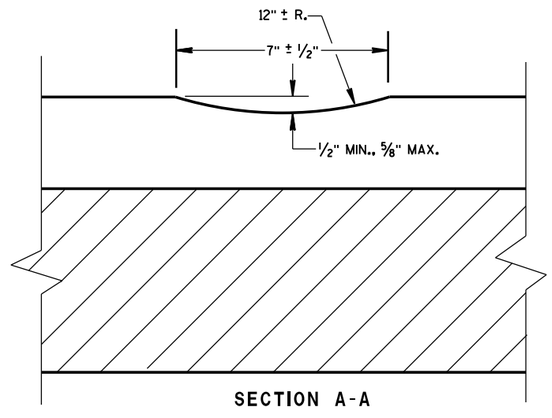
SECTION VIEW
CONCRETE PAVEMENT EXTENDS INTO RIGHT SHOULDER)



SECTION VIEW

TYPICAL LOCATIONS OF SHOULDER RUMBLE STRIPS IN RURAL DIVIDED HIGHWAYS

(ONE ROADWAY IS SHOWN)



SECTION A-A

SHOULDER RUMBLE STRIP, MILLING

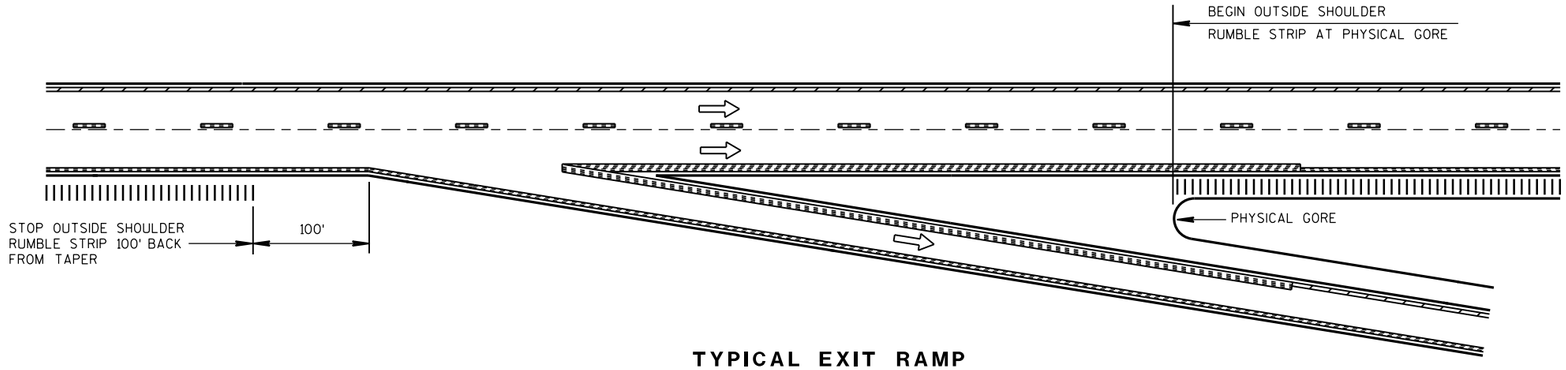
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 13 A 5-5a

6

S.D.D. 13 A 5-5a



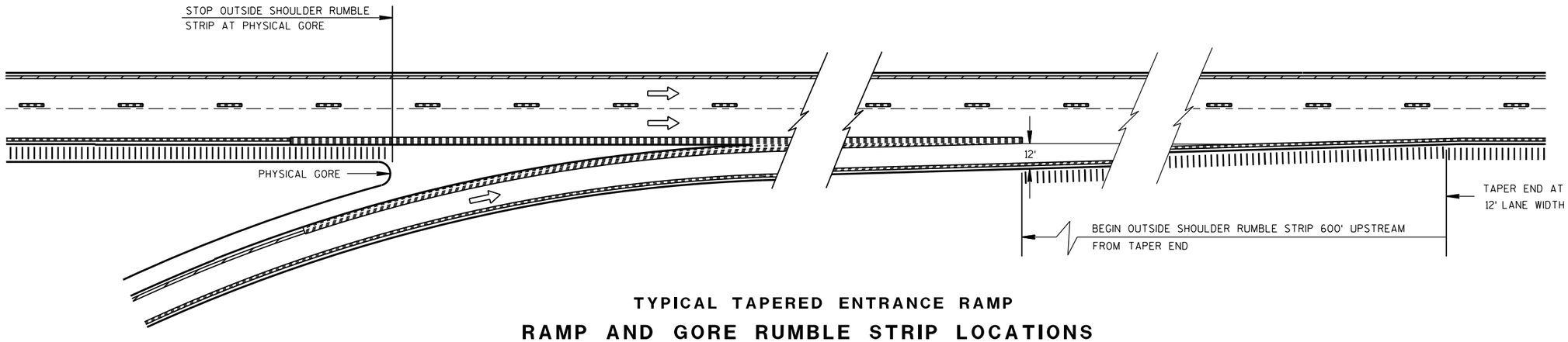
TYPICAL EXIT RAMP

NOTES:

NO RUMBLE STRIP ON EXIT, DIRECTIONAL, OR ENTRANCE RAMPS, EXCEPT NEAR THE ENTRANCE TAPER END AND ALONG THE PARALLEL RAMP AREA AS SHOWN.

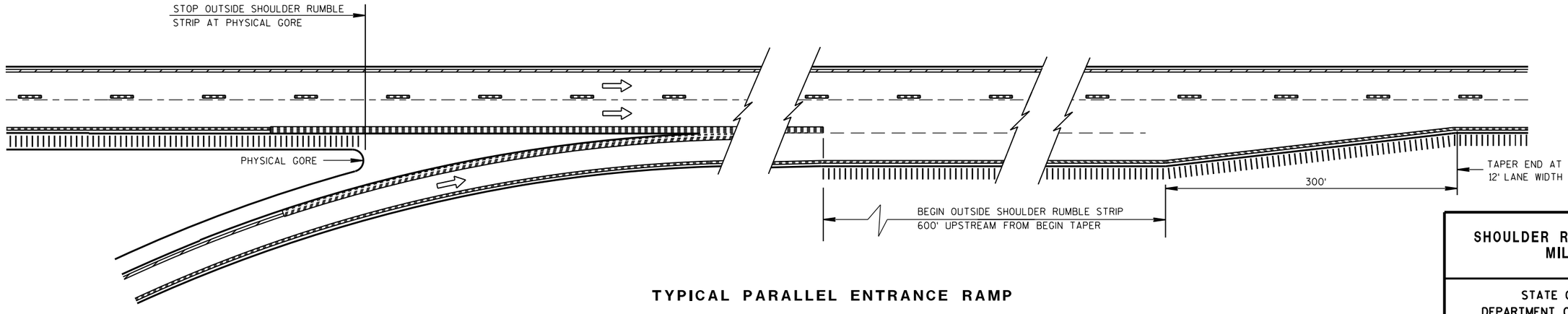
PAVEMENT MARKING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.

NOTE:
ARROW SYMBOL (⇨)
SHOWS DIRECTION OF TRAVEL



TYPICAL TAPERED ENTRANCE RAMP

RAMP AND GORE RUMBLE STRIP LOCATIONS



TYPICAL PARALLEL ENTRANCE RAMP

RAMP AND GORE RUMBLE STRIP LOCATIONS

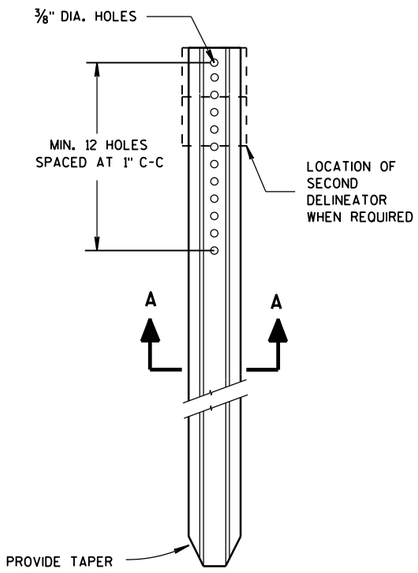
SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

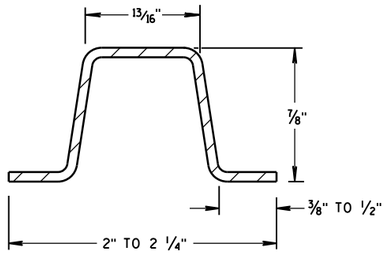
APPROVED
12/17/2012 — DATE
/S/ Jerry H. Zoga — ROADWAY STANDARDS ENGINEER
FHWA

6

S.D.D. 13 A 5-5b

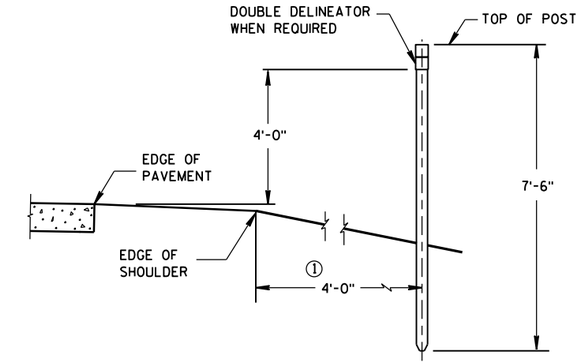


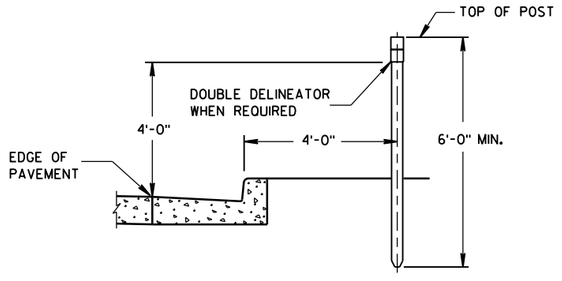
DELINEATOR POST



SECTION A-A

WEIGHT 1.12 LBS PER FT. ± 0.1 LB.



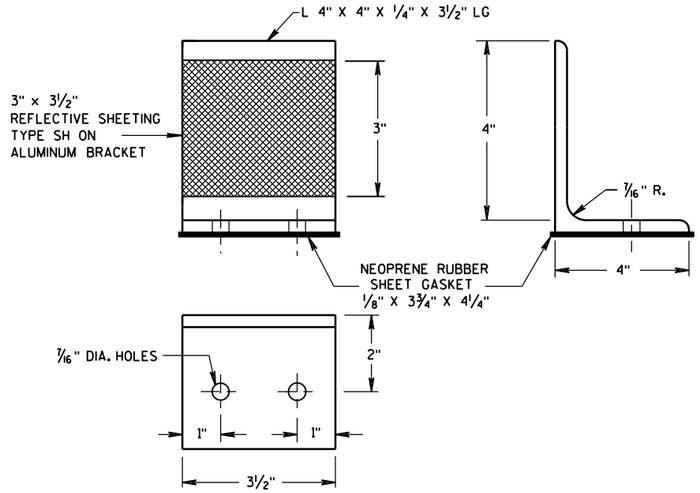


TYPICAL INSTALLATIONS OF DELINEATOR POSTS

GENERAL NOTES

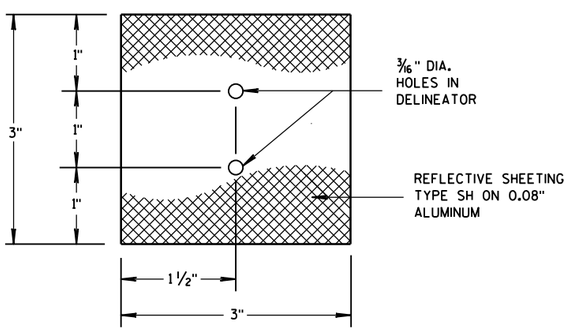
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

① DELINEATORS SHALL BE PLACED AT A CONSTANT DISTANCE FROM THE EDGE OF THE SHOULDER FOR THE LENGTH OF THE INSTALLATION.

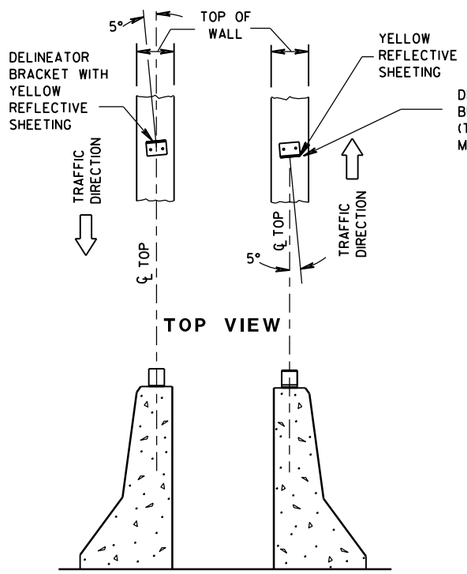


DELINEATOR BRACKET

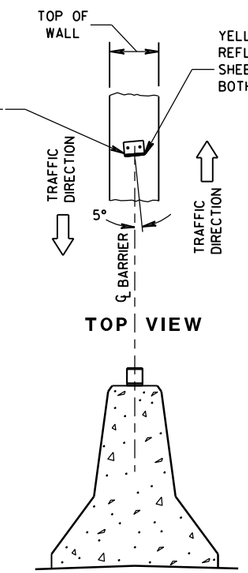
MOUNTING DETAIL FOR DELINEATOR



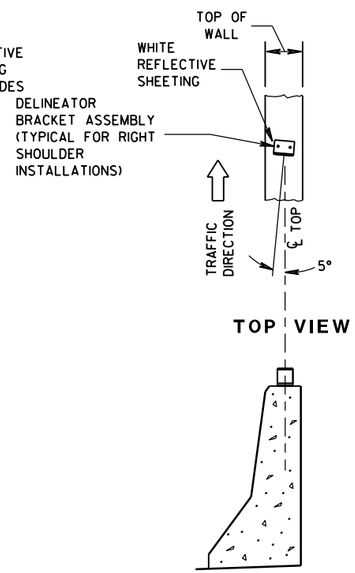
3"x 3" DELINEATOR



DOUBLE BARRIERS IN MEDIAN

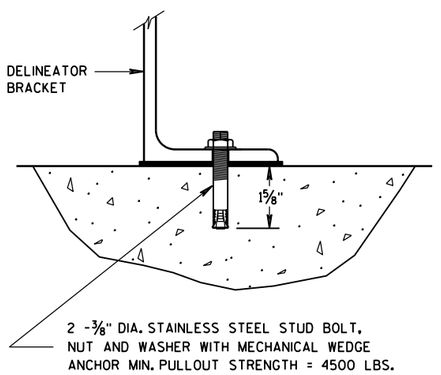


MEDIAN BARRIER



BARRIER LOCATED TO RT. OF TRAFFIC FLOW

LOCATION AND AIMING DETAILS FOR DELINEATOR BRACKETS MOUNTED ON CONCRETE BARRIERS



DELINEATOR BRACKET MOUNTING DETAIL

DELINEATOR POST, DELINEATOR, AND DELINEATOR BRACKET WITH REFLECTIVE SHEETING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

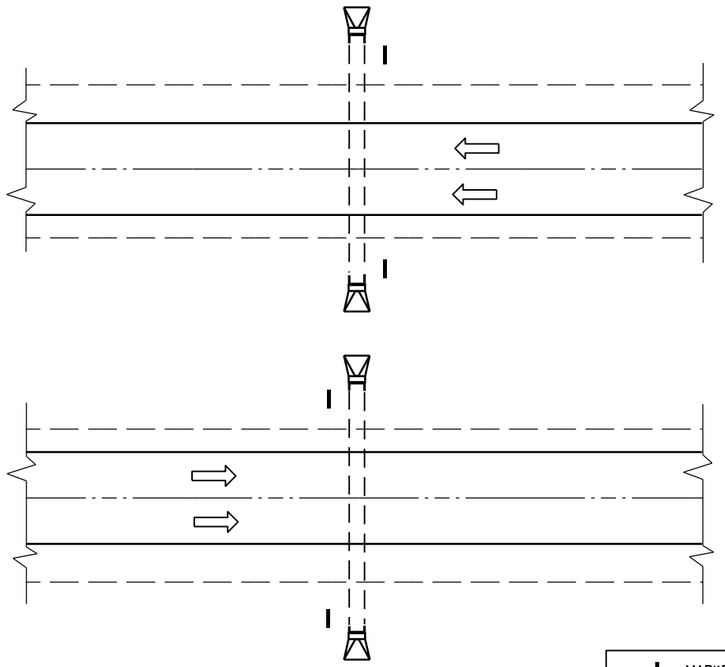
APPROVED
7/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC E
FHWA

6

S.D.D. 15 A 2-8

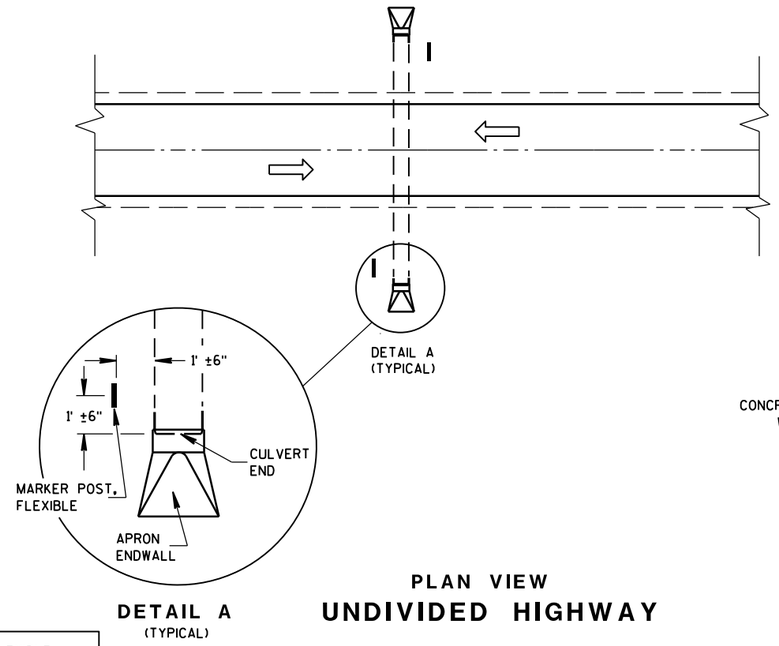
6

S.D.D. 15 A 2-8



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

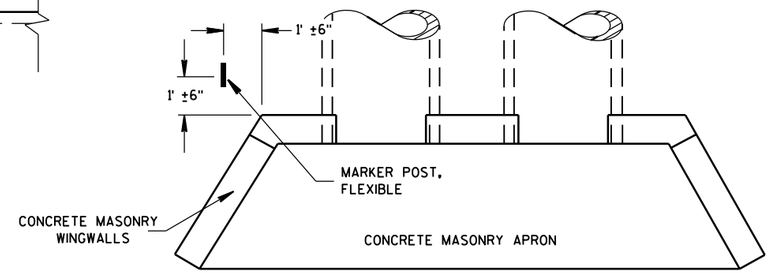
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

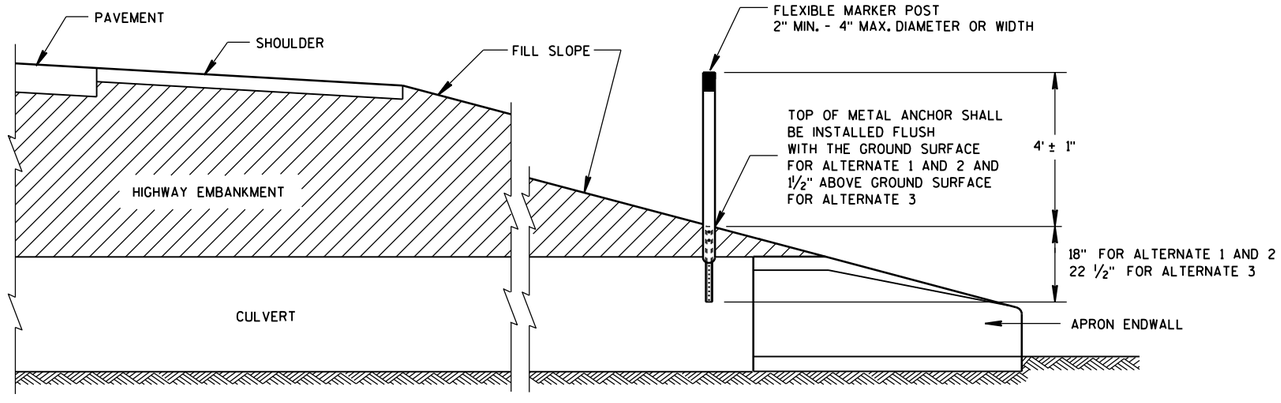
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

FLEXIBLE MARKER POST

FLEXIBLE MARKER POST FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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S.D.D. 15 A 3-2a

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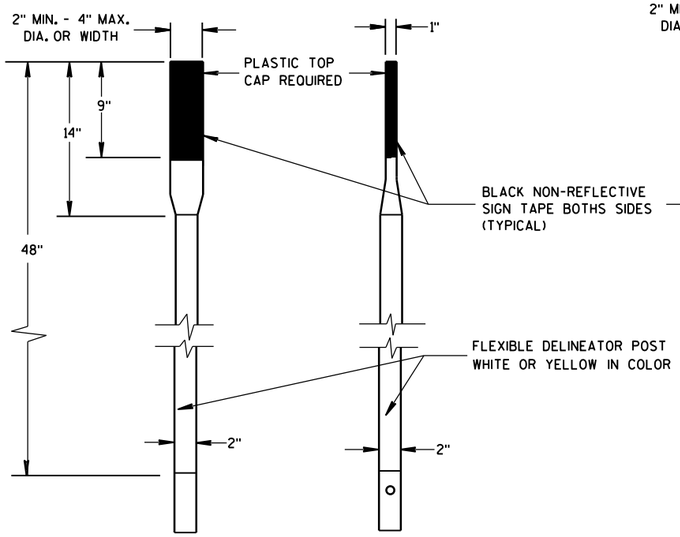
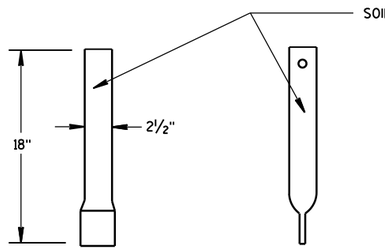
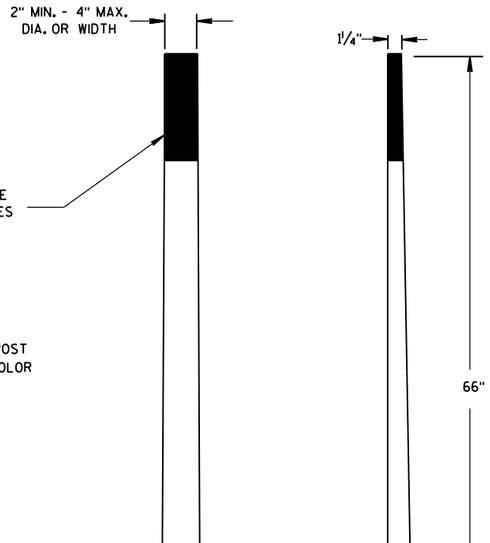
S.D.D. 15 A 3-2a





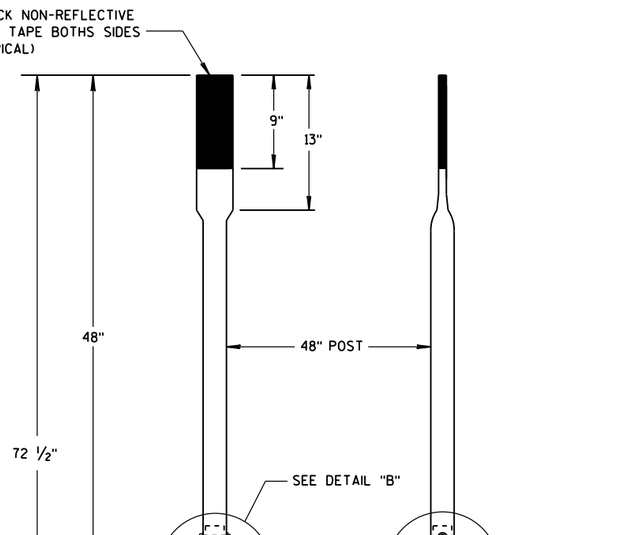
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

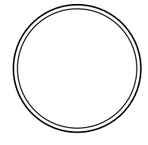
ALTERNATE 2



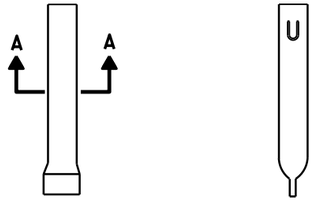
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POSTS

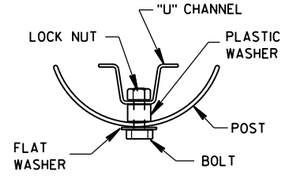


SECTION A-A

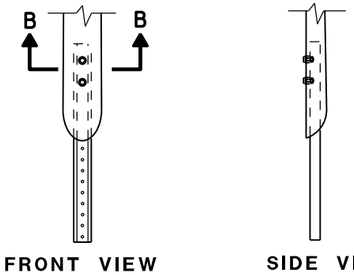


FRONT VIEW SIDE VIEW

ALTERNATE 1

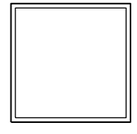


SECTION B-B

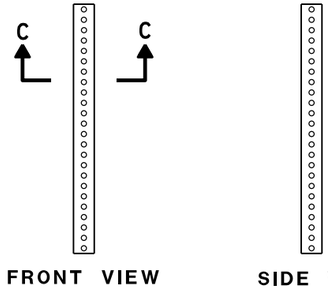


FRONT VIEW SIDE VIEW

ALTERNATE 2



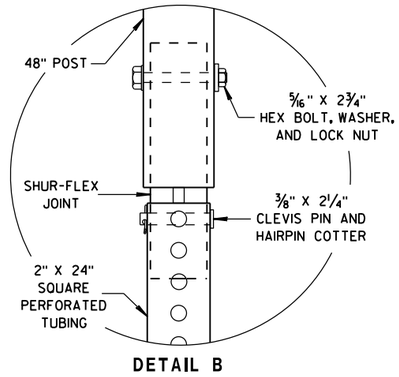
SECTION C-C



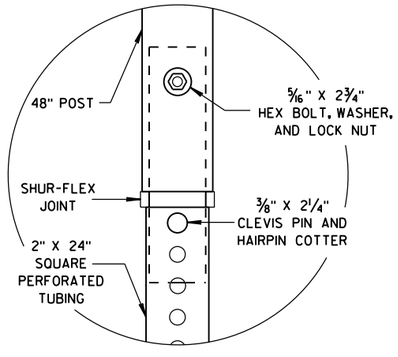
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/1/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

6

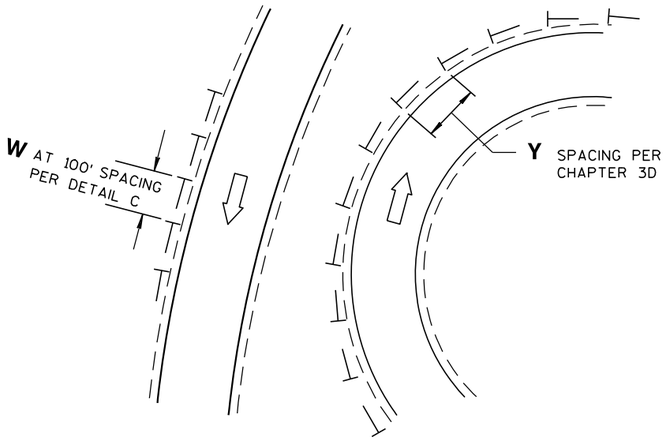
S.D.D. 15 A 3-2b

6

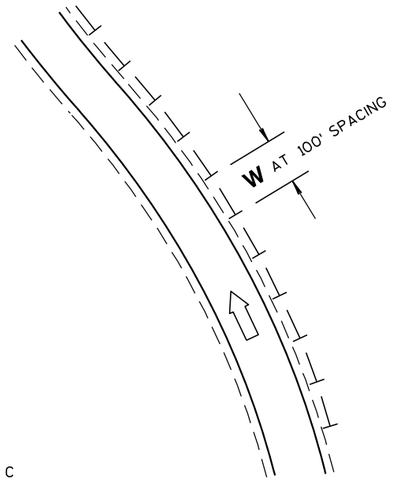
S.D.D. 15 A 3-2b

GENERAL NOTES

* USE DOUBLE DELINEATOR ALONG ACCELERATION-DECELERATION LANES AND TAPERS. USE SINGLE DELINEATOR WHEN RAMP PAVEMENT IS FULL WIDTH.



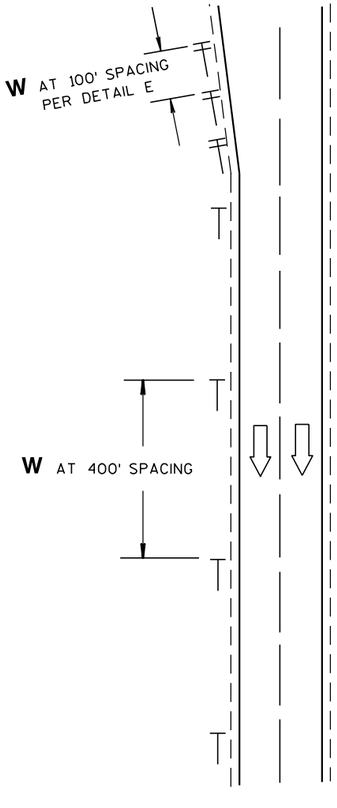
DETAIL A
DELINEATOR LAYOUT AT CURVED RAMP



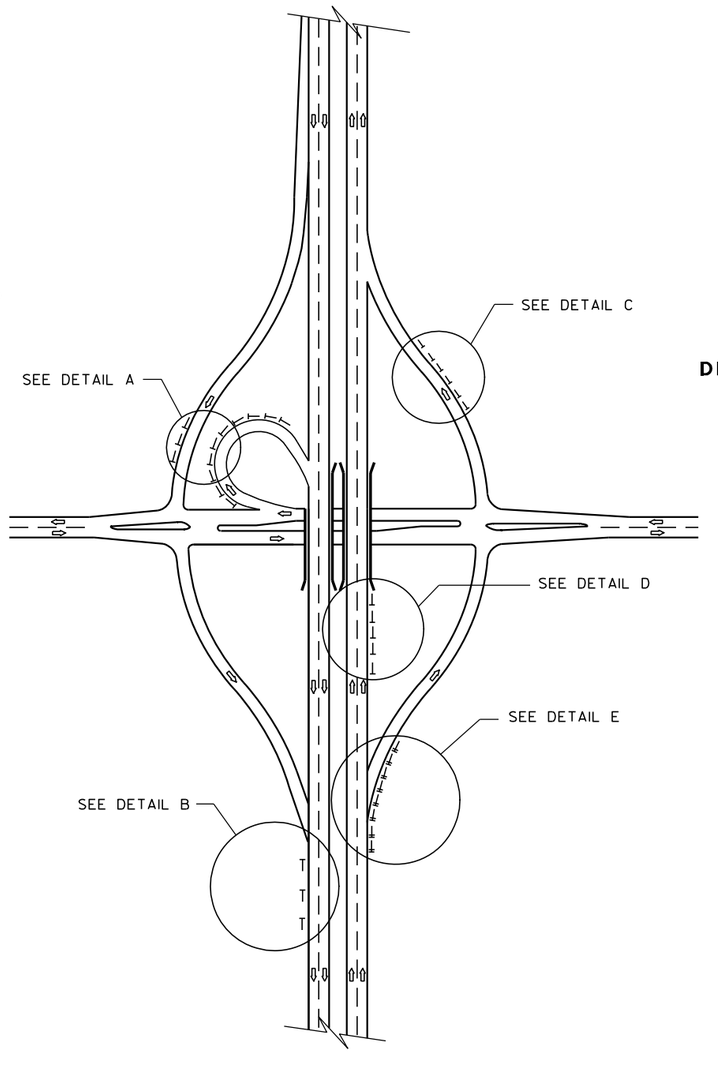
DETAIL C
DELINEATOR LAYOUT ALONG RAMP

LEGEND

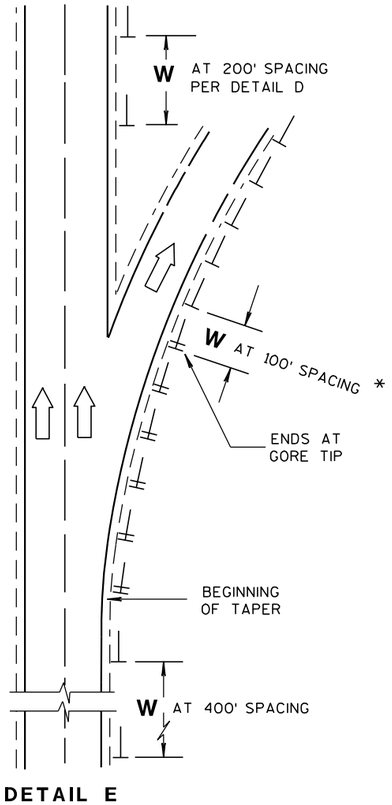
- DIRECTION OF TRAFFIC FLOW
- SINGLE DELINEATOR
- DOUBLE DELINEATOR
- W — WHITE
- Y — YELLOW



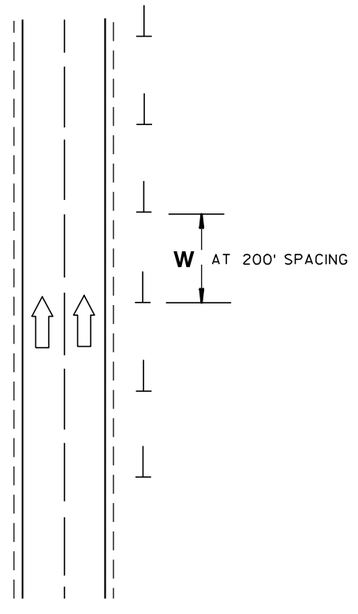
DETAIL B
DELINEATOR LAYOUT ALONG MAINLINE



DELINEATOR LAYOUT



DETAIL E
DELINEATOR LAYOUT FOR ACCELERATION - DECELERATION LANES AND TAPERS AT RAMPS



DETAIL D
DELINEATOR LAYOUT BETWEEN INTERCHANGE RAMPS

DELINEATOR LAYOUT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

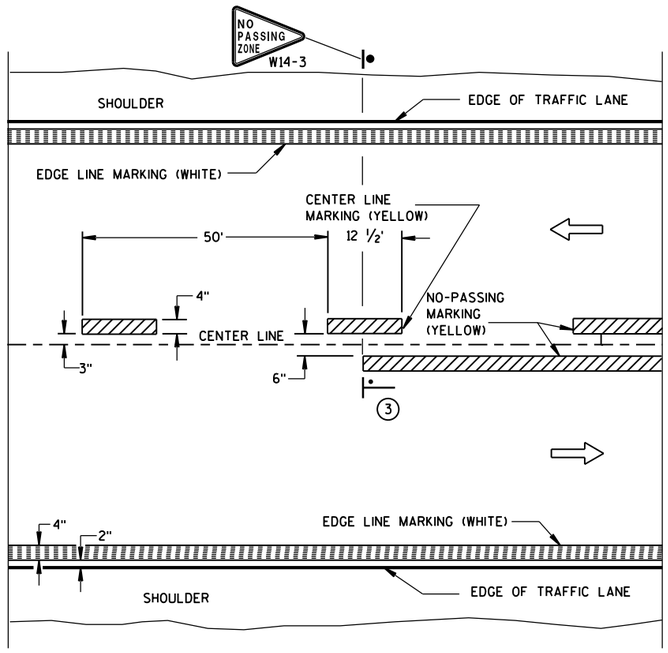
APPROVED
2/5/09 DATE
/S/ Thomas N. Nothnagel STATE TRAFFIC ENGINEER
FHWA

6

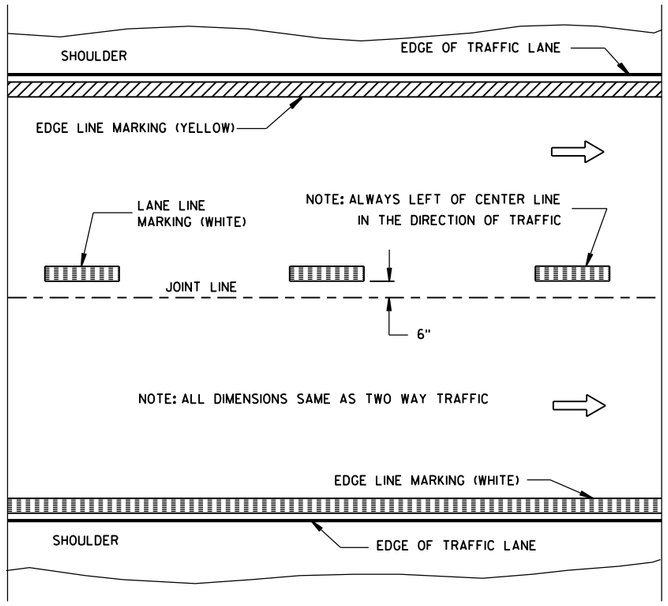
S.D.D. 15 A 6-2

6

S.D.D. 15 A 6-2

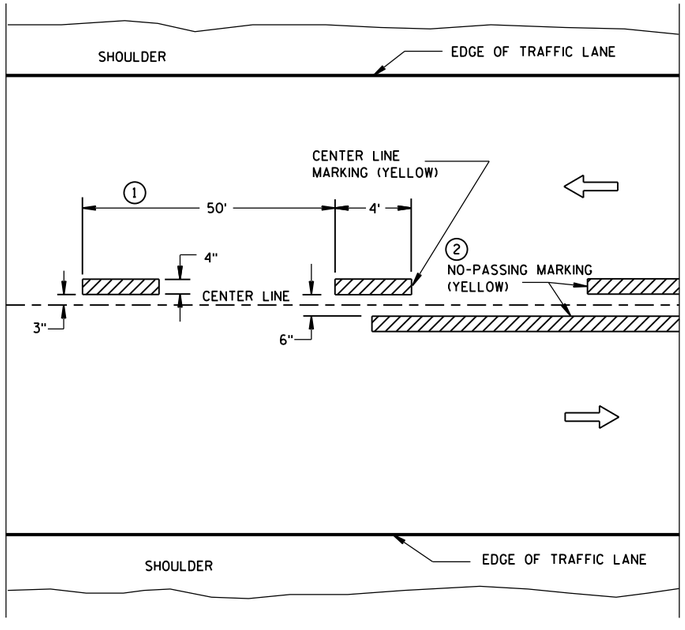


TWO WAY TRAFFIC

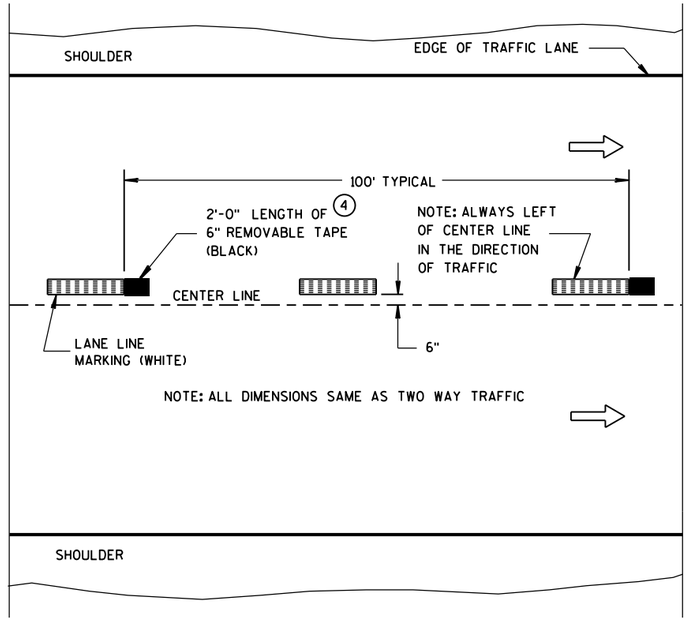


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

(SHOWS CYCLE FOR TEMPORARY CENTER LINE OR TEMPORARY LANE LINE MARKING)

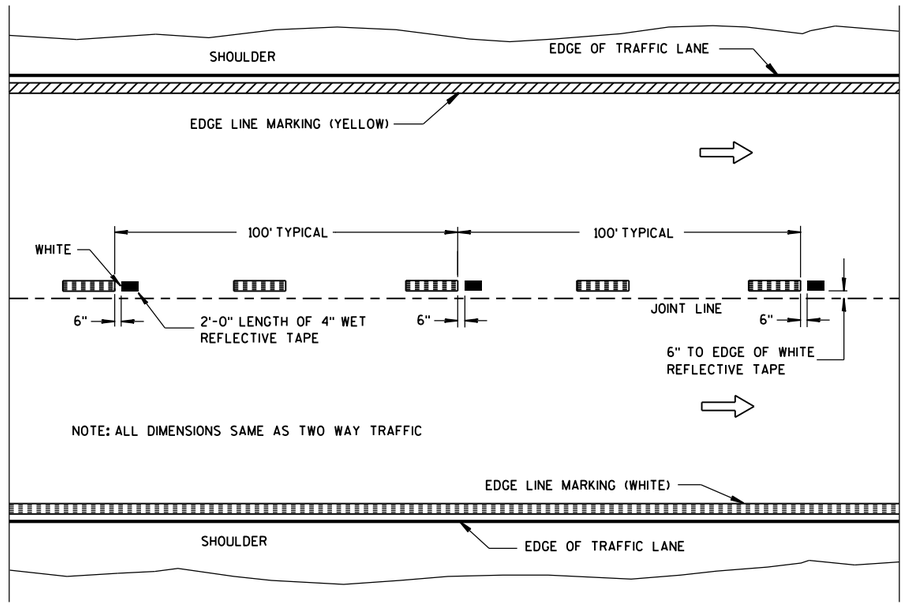
GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

1. HALF CYCLE LENGTHS (25'±) WITH 2' MINIMUM STRIPE LENGTHS SHALL BE PROVIDED ON ROADWAYS (INCLUDING TEMPORARY TRAVELED WAYS) WITH REVERSE CURVATURE, CURVATURE OF OVER 5 DEGREES OR WHEN DIRECTED BY THE ENGINEER TO MARK UNUSUAL ALIGNMENT OF THE TRAVELED WAY.
2. NO PASSING ZONE TEMPORARY PAVEMENT MARKING IS REQUIRED TO BE PLACED, WHERE APPROPRIATE, ALONG WITH CENTERLINE TEMPORARY PAVEMENT MARKING WHEN A SAME DAY PERMANENT PAVEMENT MARKING ITEM IS INCLUDED IN THE CONTRACT.
3. NO PASSING ZONE MARKINGS ARE PLACED ACCORDING TO "T" MARKINGS. IF EXISTING NO PASSING ZONE W14-3 SIGNS ARE BEYOND 50 FEET IN EITHER DIRECTION, THE SIGNS SHALL BE MOVED TO THE "T" MARKINGS.
4. CONCRETE ONLY.

NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL



WET REFLECTIVE TAPE SUPPLEMENT TO
SPRAYED OR NON WET REFLECTIVE TAPE LANE LINE

LEGEND

"T" MARKING

POST MOUNTED SIGN

PAVEMENT MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

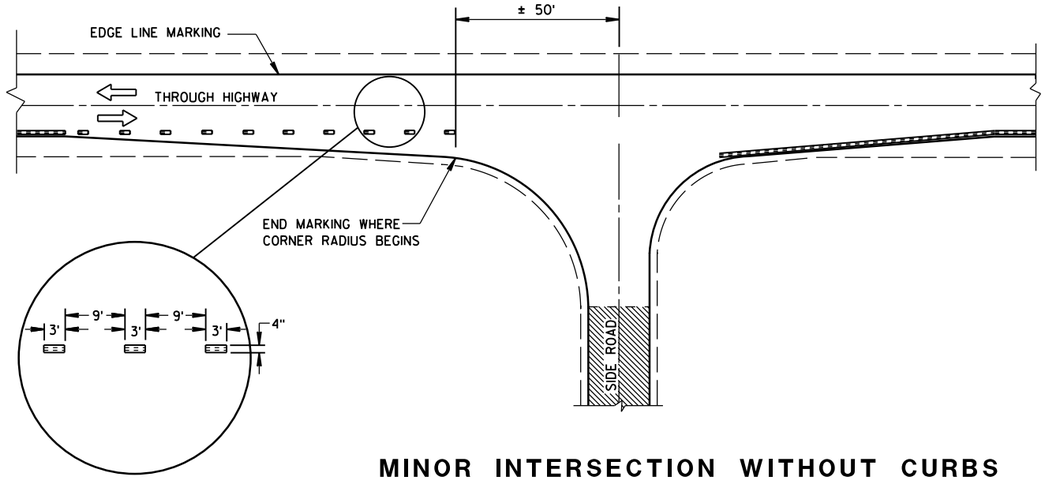
APPROVED
5-13-2013 DATE
/S/ Travis Feltes STATE TRAFFIC E
FHWA

6

S.D.D. 15 C 8-16a

6

S.D.D. 15 C 8-16a



MINOR INTERSECTION WITHOUT CURBS

GENERAL NOTES

EDGE LINES SHALL BE OMITTED THROUGH INTERSECTIONS. EDGE LINES SHALL BE CONTINUED THROUGH DRIVEWAYS.

(1) WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.

(2) WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.

(3) ALTERNATIVE MARKING SHALL BE PROVIDED WHEN SPECIFIED IN THE CONTRACT. TYPICAL SITUATIONS WHERE THIS MARKING MAY BE REQUIRED ARE WHERE THE INTERSECTION IS ON A SHARP HORIZONTAL CURVE OR CREST VERTICAL CURVE IN AN UNLIGHTED AREA SUCH THAT THE EDGE LINE MAY BE MISLEADING TO THE MOTORIST OR DISAPPEAR FROM SIGHT.

(4) THE EDGE LINE IN THE TAPER AREAS OF THE BYPASS LANE AND THE BYPASS LANE SHALL BE LOCATED 1-FOOT FROM EDGE OF PAVEMENT TO THE OUTSIDE EDGE OF EDGE LINE.

(5) BARRIER LINE ENDS AT SIDE ROAD PAVEMENT/SURFACE EDGE EXTENSION.

(6) BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.

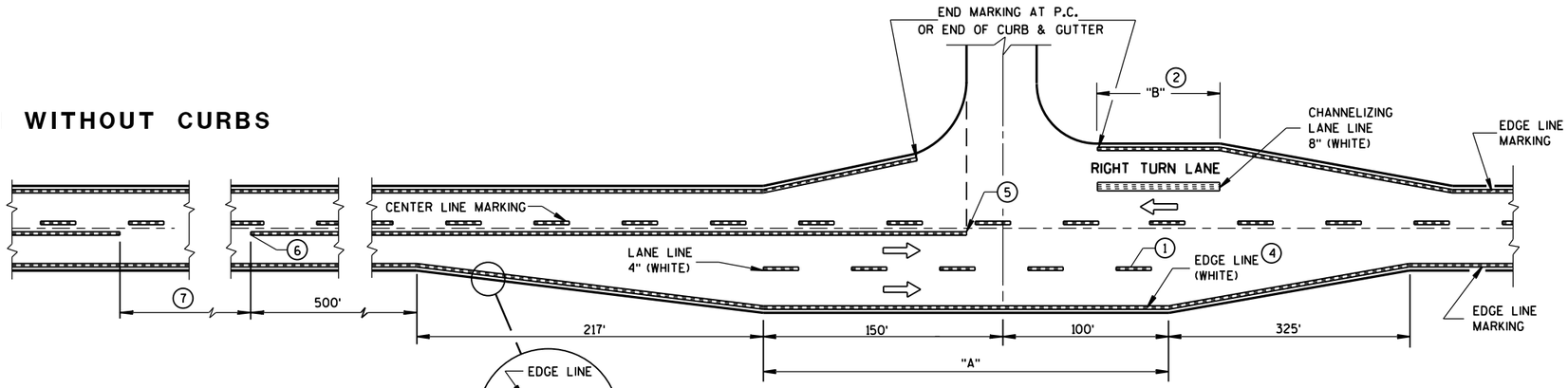
(7) IF THE DISTANCE BETWEEN 2 SUCCESSIVE NO-PASSING ZONES IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES, CONNECT THE 2 ZONES.

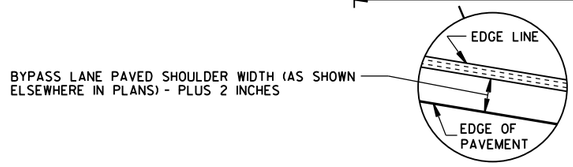
(8) 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

(7)

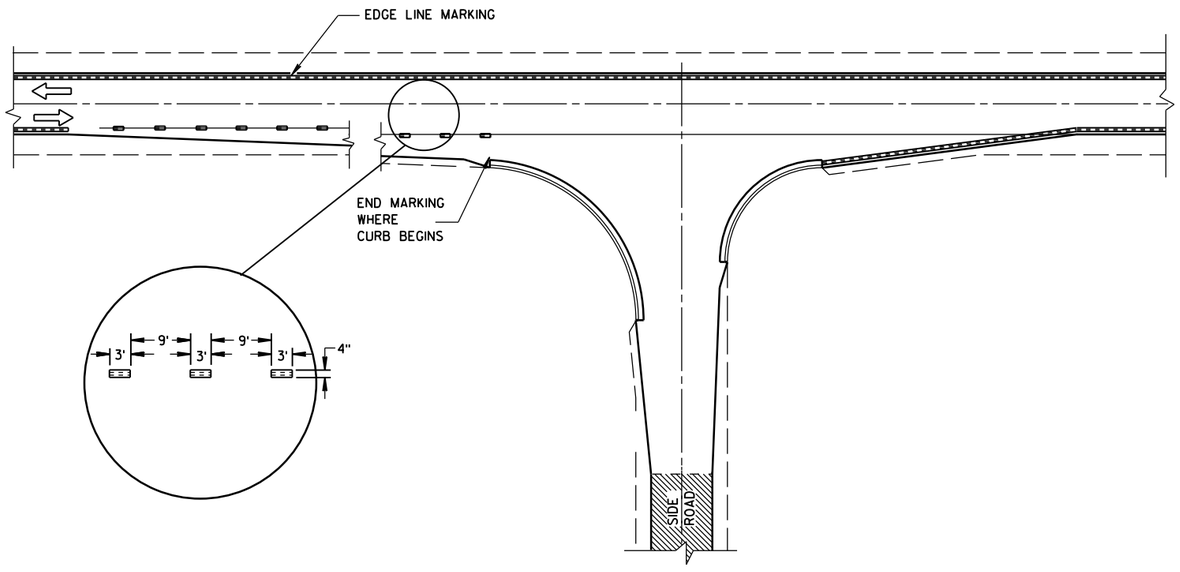
POSTED SPEED (MPH)	MINIMUM DISTANCE BETWEEN ZONES (FEET)
25 - 30	528
35 - 40	528
45 - 50	686
55	792





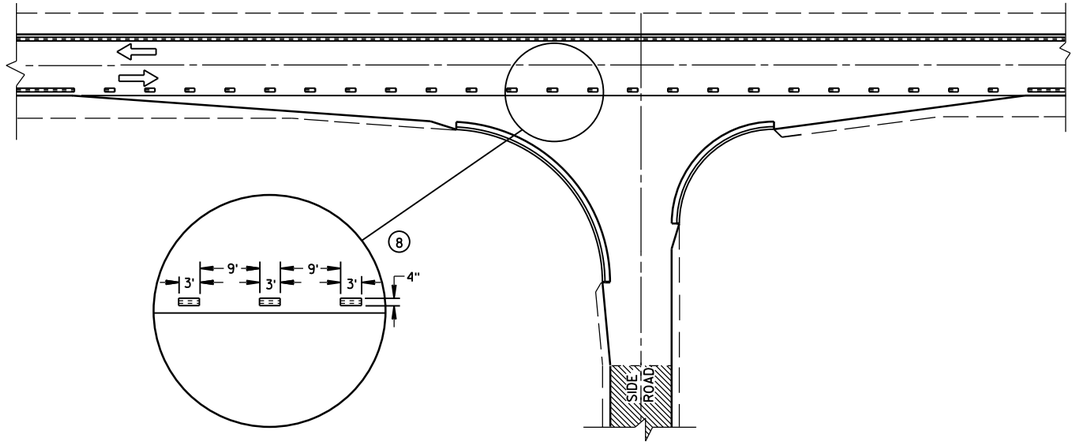
MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANES)



MINOR INTERSECTION WITH CURBS

(TYPICAL MARKING)



MINOR INTERSECTION WITH CURBS

(3) (FOR SPECIAL CONDITIONS AS SPECIFIED)

PAVEMENT MARKING
(INTERSECTIONS)

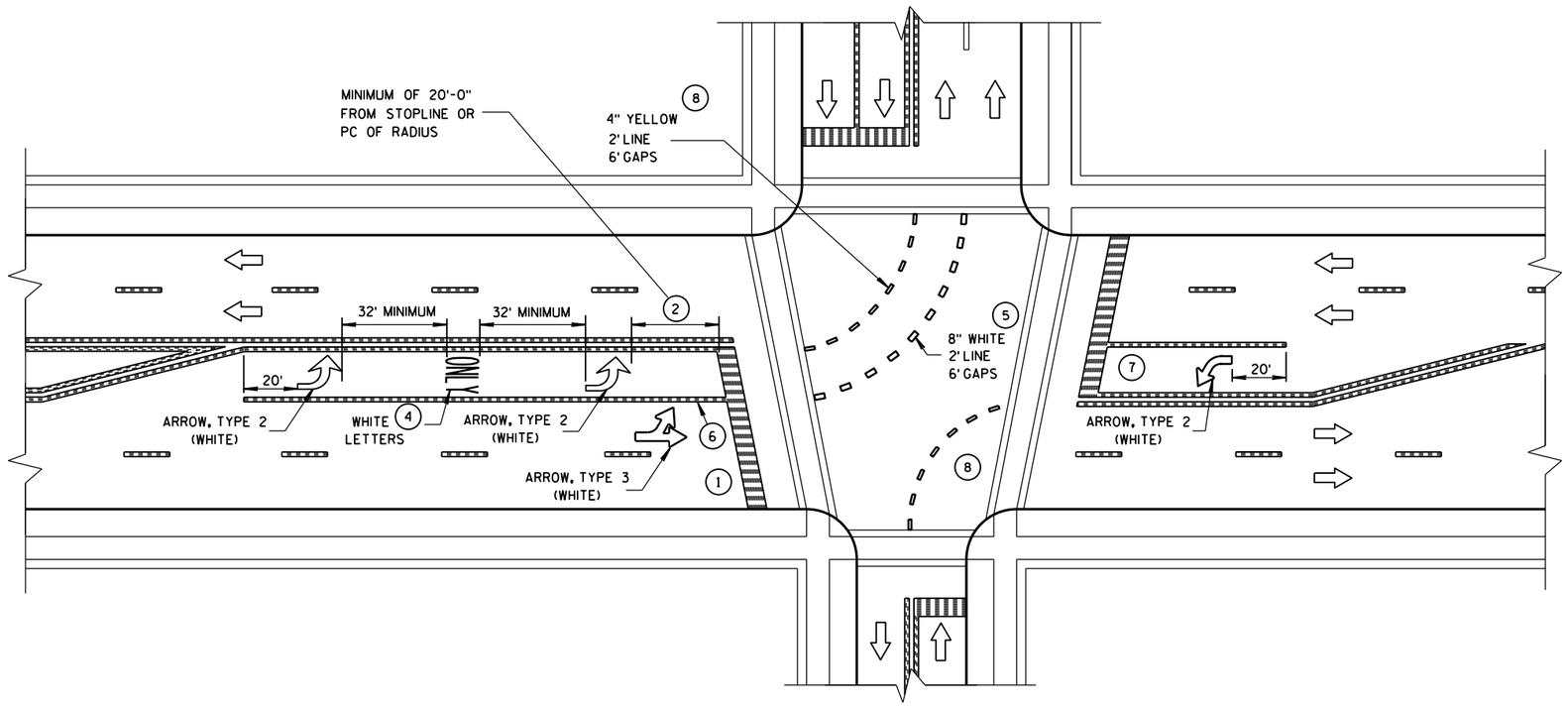
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 15 C 8-16b

6

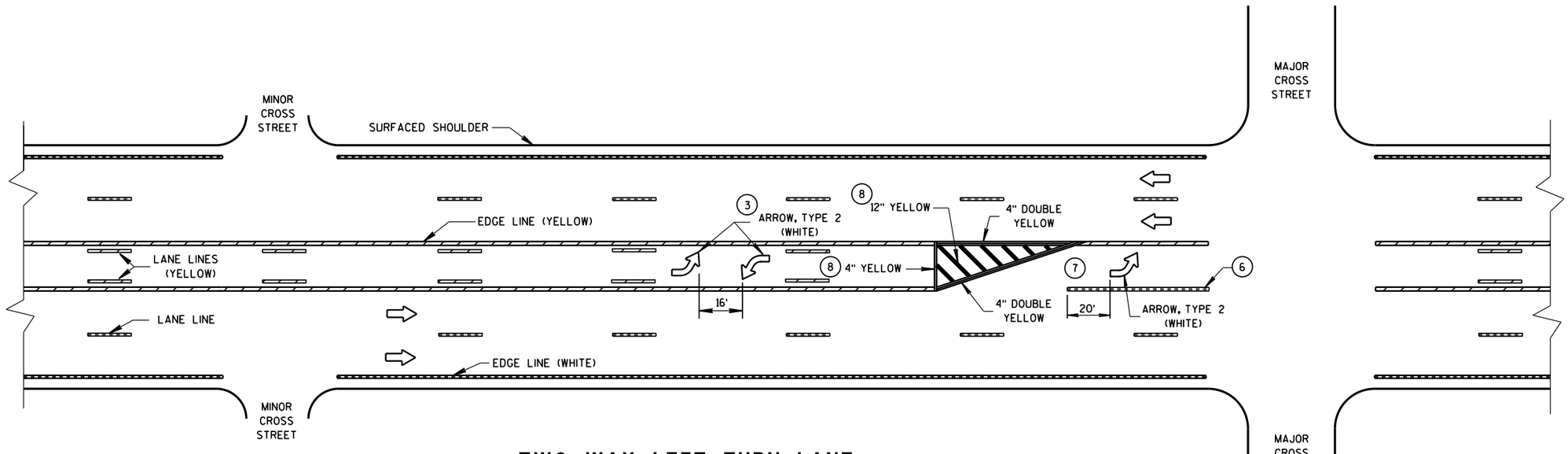
S.D.D. 15 C 8-16b



GENERAL NOTES

1. STOP BAR IS REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.
2. DISTANCE MAY BE ADJUSTED TO ACCOMODATE SHORT LEFT TURN LANES. AS APPROVED BY THE ENGINEER.
3. A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
4. ADD EXTRA SETS OF ONE ARROW AND ONE ONLY PER 160 FEET OR WHEN ON A CURVE.
5. 8" WHITE WITH 2' LINE 6' GAPS FOR DUAL TURN LANE.
6. 8" WHITE
7. ADD SECOND ARROW WHEN TURN BAY IS GREATER THAN OR EQUAL TO 108 FEET.
8. REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.

NOTE:
ARROW SYMBOL (⇨)
SHOWS DIRECTION OF TRAVEL



TWO WAY LEFT TURN LANE

PAVEMENT MARKING (LEFT TURN LANE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 15 C 8-16e

6

S.D.D. 15 C 8-16e

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA

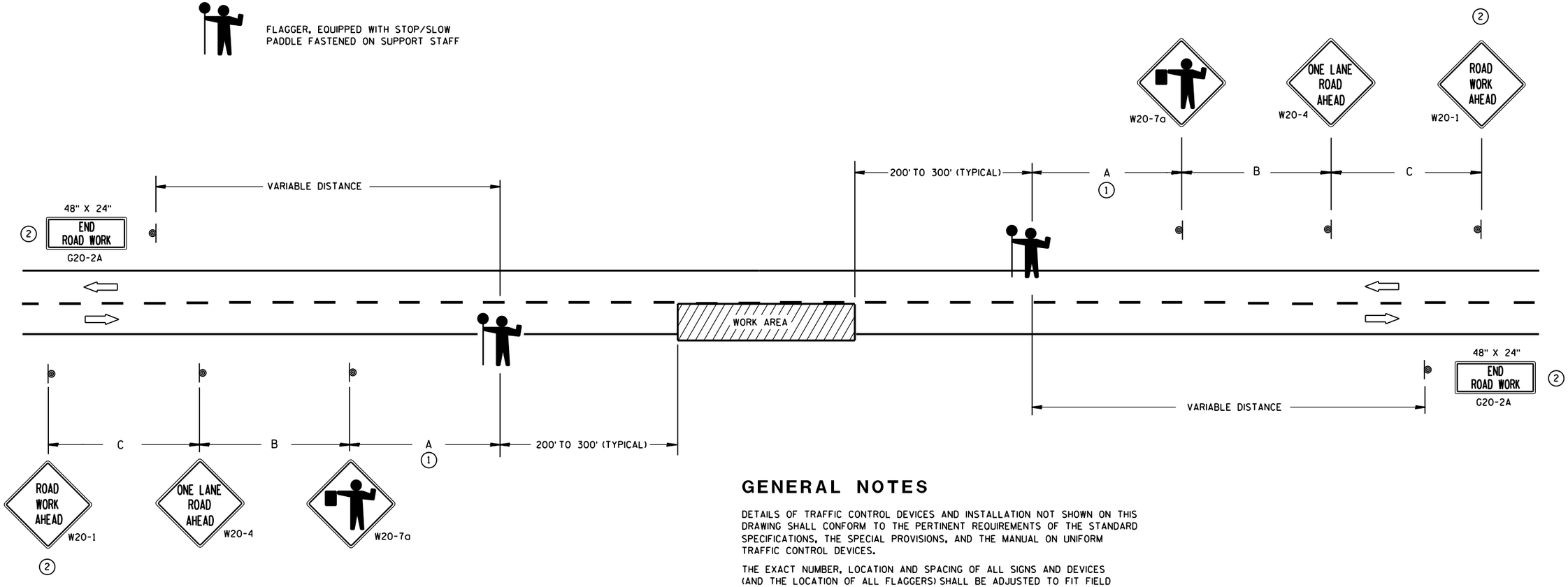
FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

SIGN SPACING TABLE

SPEED LIMIT	SIGN SPACING A,B,C
25-35 MPH	200'
35-40 MPH	350'
45-55 MPH	500'

W3-4

USE OF THE "BE PREPARED TO STOP" SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7a AND W20-4 SIGNS. A 500' TYPICAL SPACING SHALL BE PROVIDED BETWEEN THE SIGNS.



(1) FOR A MOVING WORK OPERATION,
SIGNING FOR BOTH DIRECTIONS SHALL BE REESTABLISHED (AS SIMULTANEOUSLY AS PRACTICAL) AT APPROXIMATELY 3500 FOOT INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES (AND THE LOCATION OF ALL FLAGGERS) SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT, COVER OR REMOVE ALL TEMPORARY TRAFFIC CONTROL SIGNS.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

6

S.D.D. 15 C 12-4

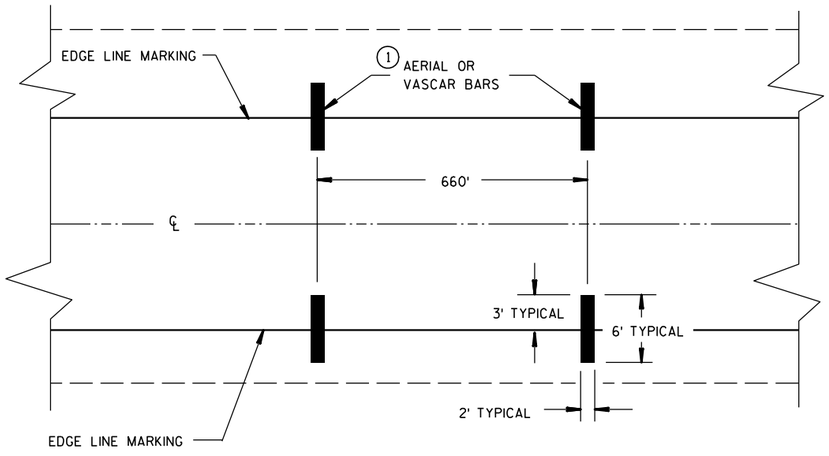
6

S.D.D. 15 C 12-4

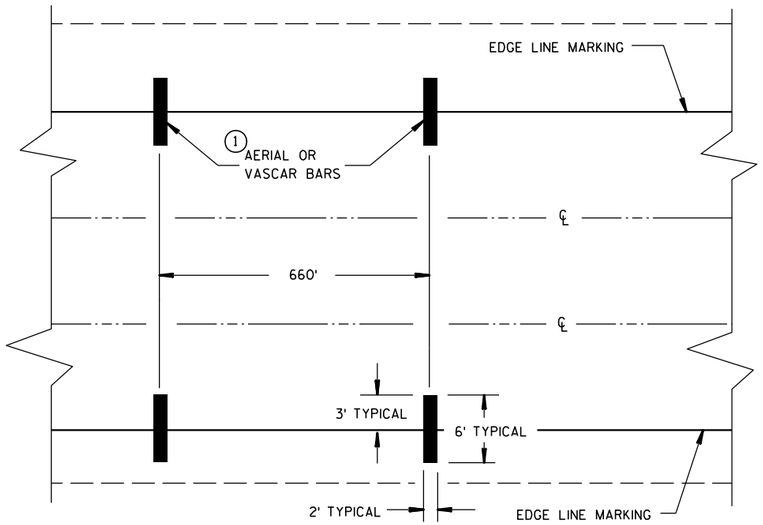
GENERAL NOTES

(1) NUMBER OF VASCAR OR AERIAL BARS SHALL BE A MINIMUM OF 2 OR A MAXIMUM OF 5 AT 660' SPACING.

A CAR CAN BE PROVIDED BY THE WISCONSIN STATE PATROL FOR TRAFFIC CONTROL.



TYPICAL FOR TWO WAY OR ONE WAY TRAFFIC



TYPICAL FOR MULTILANE TRAFFIC

SPEED ENFORCEMENT ZONE WITH AERIAL OR VASCAR BARS

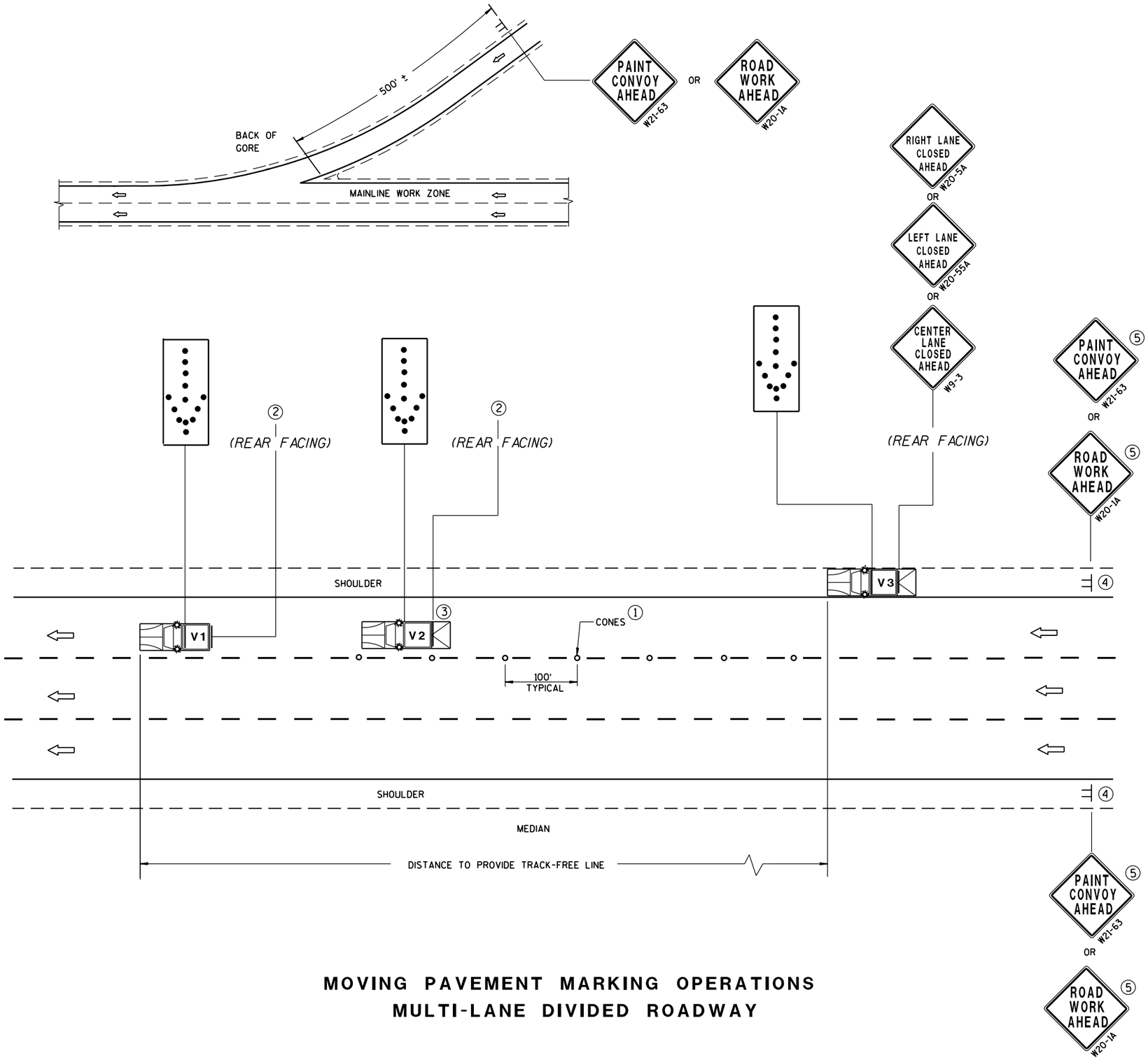
6

S.D.D. 15 C 14-1

AERIAL ENFORCEMENT BARS PAVEMENT MARKING DETAILS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
4/23/01 DATE	/S/ Chester L Spong CHIEF SIGNS AND MARKINGS ENGINEER
FHWA	

6

S.D.D. 15 C 14-1



MOVING PAVEMENT MARKING OPERATIONS
MULTI-LANE DIVIDED ROADWAY

GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE SPECIFIED.

IF SPEED LIMIT IS 40 MPH OR LESS STATIONARY SIGNS MAY BE OMITTED IF CONES ARE USED.

ALTERNATE SIGN MESSAGES, SUCH AS "PAINT CREW AHEAD" OR "ROAD PAINTING AHEAD" MAY BE USED.

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

WHEN WORK ACTIVITY BLOCKS THE LEFT LANE, REVERSE TRAFFIC CONTROL.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, PROVIDE ADDITIONAL TRAFFIC CONTROLS AS SPECIFIED IN THE CONTRACT OR AS APPROVED BY THE ENGINEER.

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

FOR EDGELINE MARKING OR IF CONES ARE NOT USED, POSITION THE REARMOST SHADOW VEHICLE ON THE SHOULDER AS SHOWN IN THE MUTCD IF THE SHOULDER HAS ADEQUATE WIDTH. USE DOUBLE ARROWS WHEN CONVOY IS IN CENTER LANE ONLY.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR TURN THE STATIONARY WARNING SIGNS AWAY FROM TRAFFIC.

THIS DRAWING SHALL BE USED FOR EDGELINE OR LANELINE MARKING FOR MULTILANE DIVIDED ROADWAYS.

① CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

② USE STANDARD SIGN W21-64 WITH APPROPRIATE ARROW.

WET PAINT W21-64 OR WET PAINT W21-64

③ OPTIONAL TRUCK-MOUNTED ATTENUATOR.

④ SIGNS SHALL BE REPEATED AFTER EVERY ON RAMP OR EVERY THREE MILES.

⑤ IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1 OR W21-63 ARE NOT REQUIRED.

LEGEND

V1	LEAD VEHICLE
V2	SHADOW VEHICLE
V3	TRAIL VEHICLE WITH TMA
TMA	TRUCK-MOUNTED ATTENUATOR
	SIGN ON TEMPORARY SUPPORT
	DIRECTION OF TRAFFIC
	CONES
	FLASHING ARROW PANEL (MERGE)

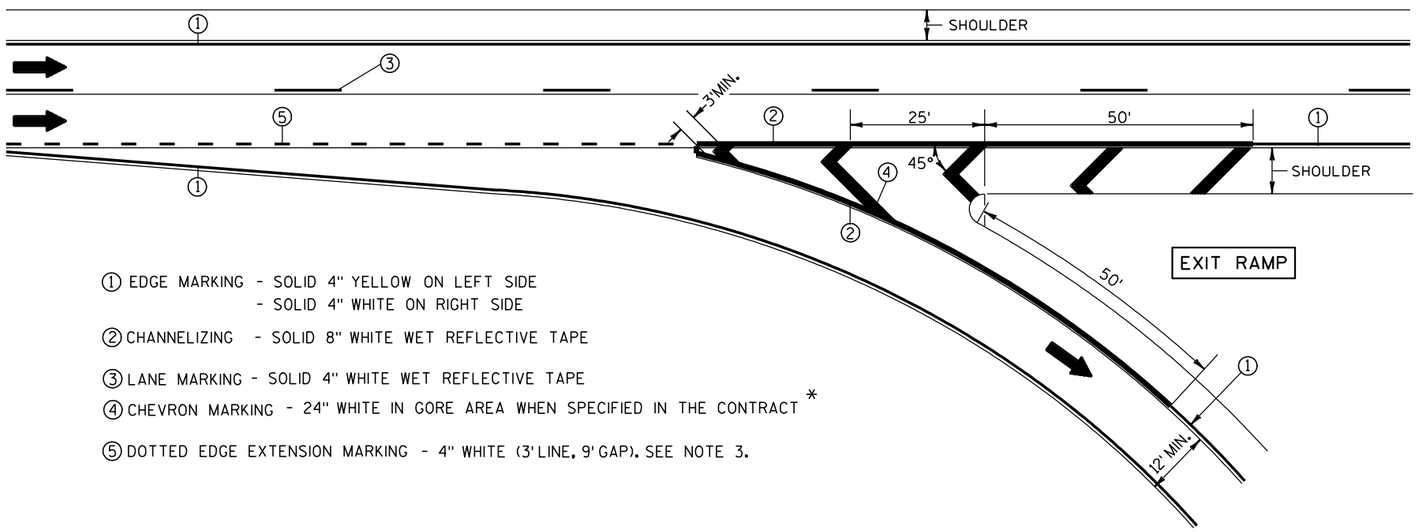
MOVING PAVEMENT MARKING OPERATION
MULTI-LANE DIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2015 — DATE
/S/ Peter Amakobe Atepe — STATEWIDE WORK ZON SAFETY ENGINI
FHWA

6 S.D.D. 15 C 19-3c

6 S.D.D. 15 C 19-3c



① EDGE MARKING - SOLID 4" YELLOW ON LEFT SIDE
- SOLID 4" WHITE ON RIGHT SIDE

② CHANNELIZING - SOLID 8" WHITE WET REFLECTIVE TAPE

③ LANE MARKING - SOLID 4" WHITE WET REFLECTIVE TAPE

④ CHEVRON MARKING - 24" WHITE IN GORE AREA WHEN SPECIFIED IN THE CONTRACT *

⑤ DOTTED EDGE EXTENSION MARKING - 4" WHITE (3' LINE, 9' GAP). SEE NOTE 3.

NOTES:

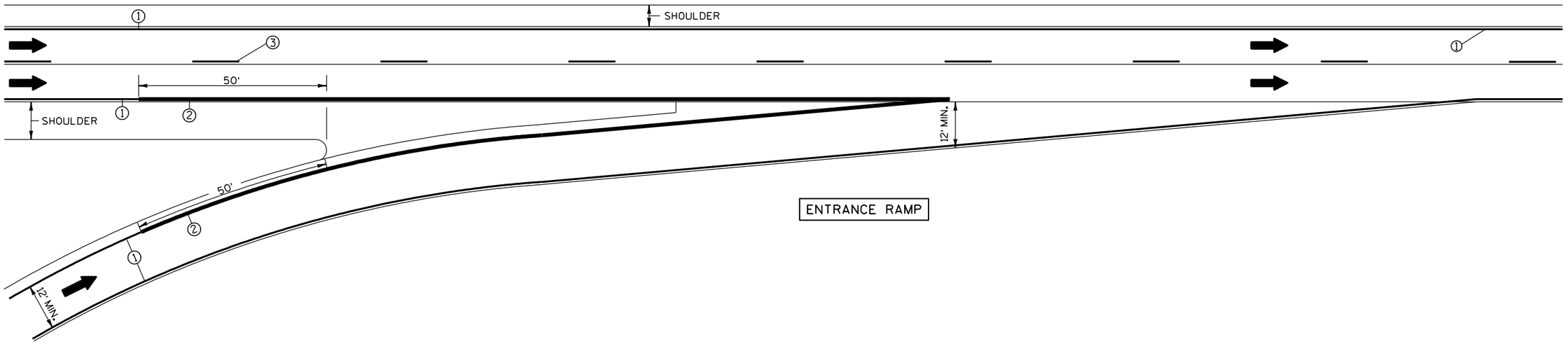
1. ARROWS SHOWN ON THIS MARKING PLAN DESIGNATE TRAFFIC FLOW, AND SHALL NOT BE TAKEN AS PROPOSED PAVEMENT MARKINGS.

2. PLACE WHITE EDGE OF TAPE 6" LEFT FROM JOINT.

3. 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE-GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.

4. RETRACE EXISTING DIAGONAL MARKINGS.

* REFER TO DESIGN NOTES.



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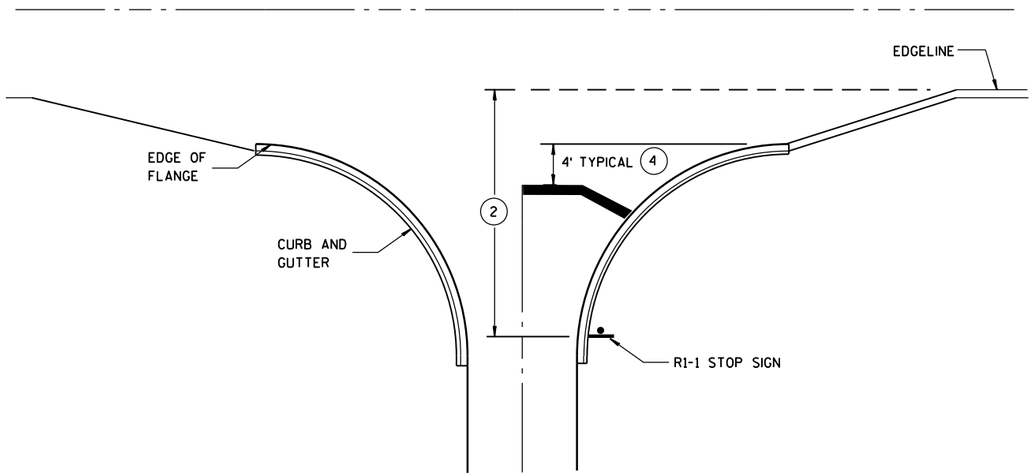
S.D.D. 15 C 31-1a

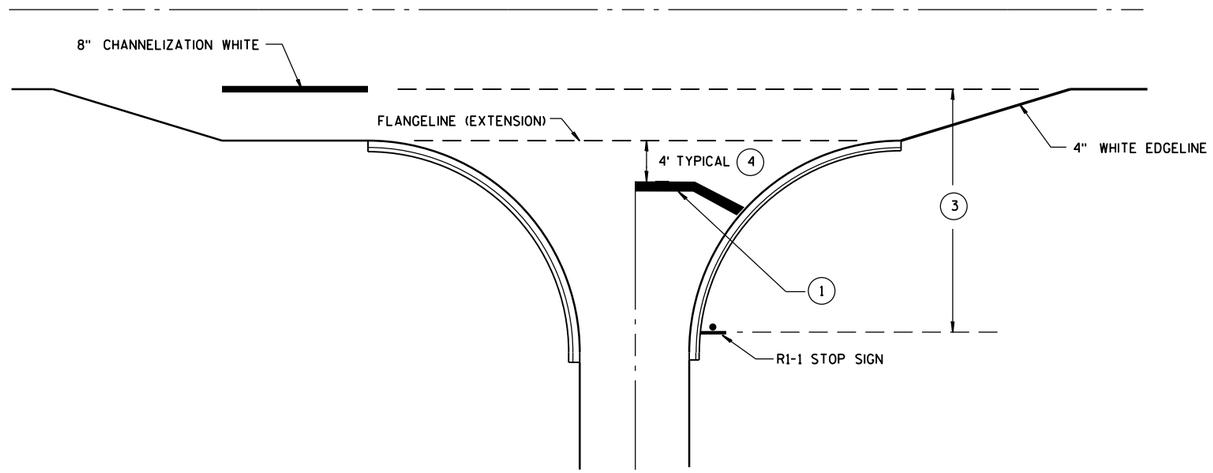
S.D.D. 15 C 31-1a

PAVEMENT MARKING
(RAMPS AND GORES)

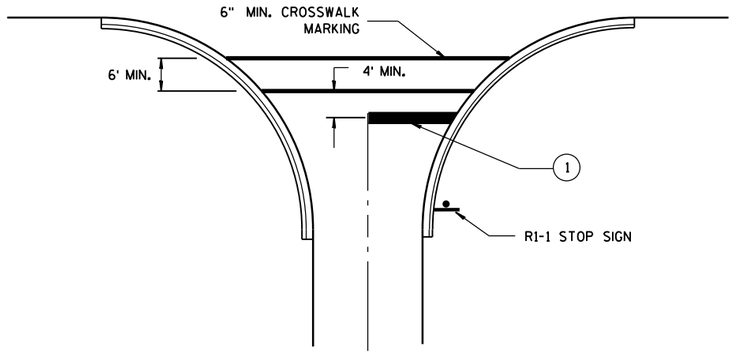
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



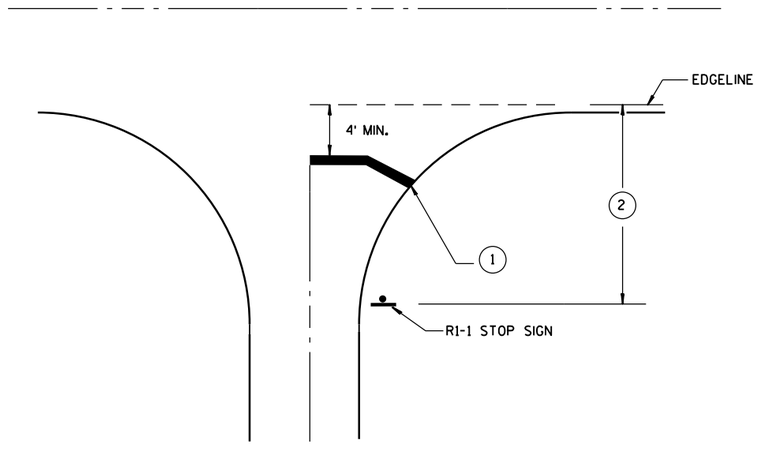
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

GENERAL NOTES

1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE PROJECT ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE THAN NO STOP LINE IS REQUIRED.
3. IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE EXTENSION THAN NO STOP LINE IS REQUIRED.
4. MOVE CLOSER TO EDGE OF TRAVEL LANE AS NEEDED FOR VISIBILITY AND SIGHT LINES.

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4/30/2013
DATE

/S/ Travis Feltes
STATE TRAFFIC E

FHWA

6

S.D.D. 15 C 33-1

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMENENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKING
- DIRECTION OF TRAFFIC
- WORK AREA

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIREABLE) DISTANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

ALL SIGNS ARE 48"×48" UNLESS OTHERWISE NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN 4 OR MORE DAYS AND NIGHTS.

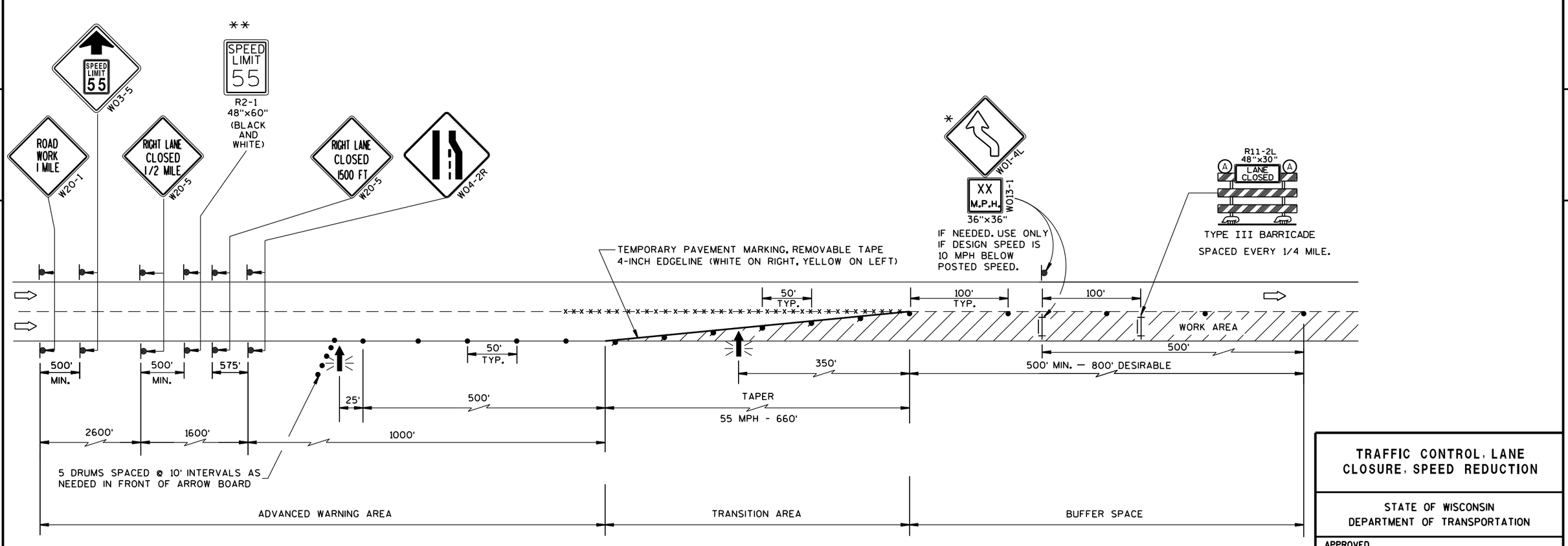
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE CLOSURE MUST MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

* THE LEFT REVERSE CURVE SIGN (WO1-4L) IS ONLY REQUIRED WHEN THIS DETAIL IS USED IN COMBINATION WITH "SINGLE LANE CROSSOVER" DETAIL.

** A SPEED LIMIT SIGN SHALL BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. THERE SHOULD BE A SPEED LIMIT SIGN INCORPORATED A MINIMUM OF EVERY 2 OR 3 MILES. INCLUDE A 65 MPH RESUME SPEED LIMIT SIGN 200 FEET MINIMUM (500 FEET DESIREABLE) BEYOND THE "END OF ROADWORK" SIGN.



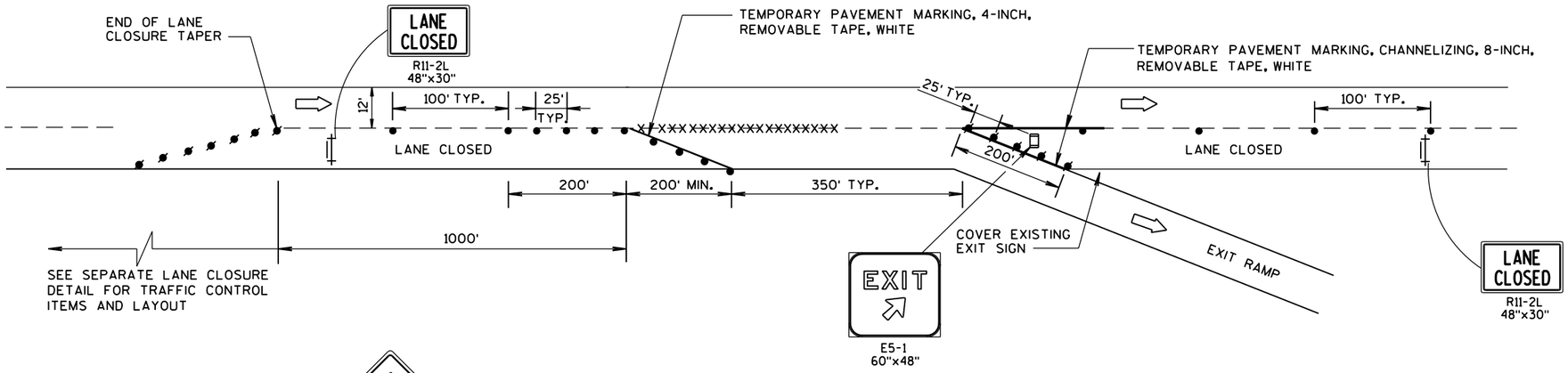
TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

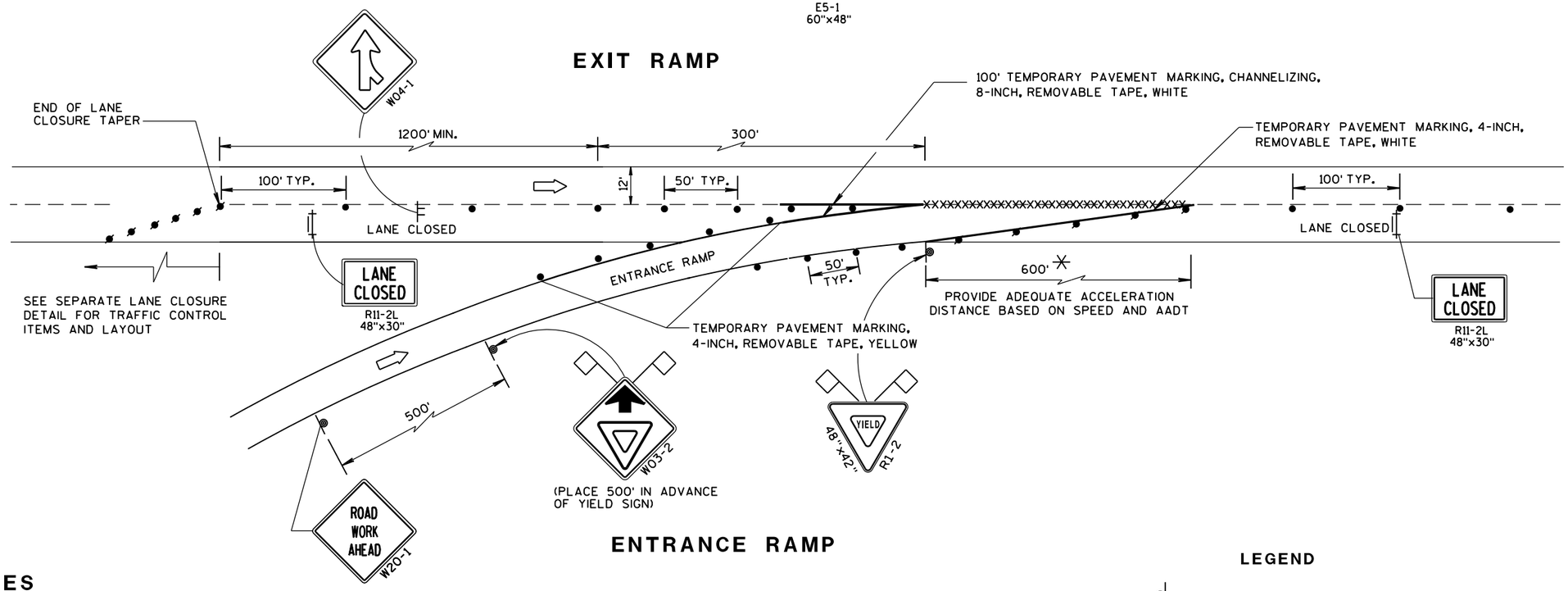
APPROVED
Feb. 2015 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

S.D.D. 15 D 12-5b

S.D.D. 15 D 12-5b



EXIT RAMP



ENTRANCE RAMP

GENERAL NOTES

THE INSTALLATIONS SHOWN ON THIS SHEET ARE TYPICAL EXAMPLES AND ARE NOT INTENDED TO REPRESENT ANY PARTICULAR RAMP. AT SPECIFIC FIELD LOCATIONS, SIMILAR INSTALLATIONS SHALL BE USED AND ADJUSTED TO THE GEOMETRICS OF THE RAMP AS COORDINATED WITH THE ENGINEER.

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

SEE SEPARATE LANE CLOSURE DETAIL FOR TYPICAL SPACING OF TYPE III BARRICADES AND R11-2L "LANE CLOSED" SIGNS.

YIELD SIGN AND WARNING SIGNS ON ENTRANCE RAMP ARE ALSO APPROPRIATE FOR CLOSURE OF THE MAINLINE LEFT LANE. OMIT THE YIELD SIGN IF MORE THAN ONE LANE REMAINS OPEN ON THE MAINLINE AND THE RAMP TAPER IS AT LEAST AS LONG AS THE NORMAL ENTRANCE RAMP TAPER AT THE SITE.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS FOR DRUMS IN THE GORE BETWEEN THE ENTRANCE RAMP AND MAINLINE TRAFFIC.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 7 OR MORE CONTINUOUS DAYS AND NIGHTS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

* LENGTH OF OPENING MAY BE REDUCED TO 150 FEET DURING STAGING OF WORK IN IMMEDIATE AREA OF RAMP TAPER.

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- TYPE III BARRICADE WITH ATTACHED SIGN
- FLAGS, 16" x 16" MIN., (ORANGE)
- DIRECTION OF TRAFFIC

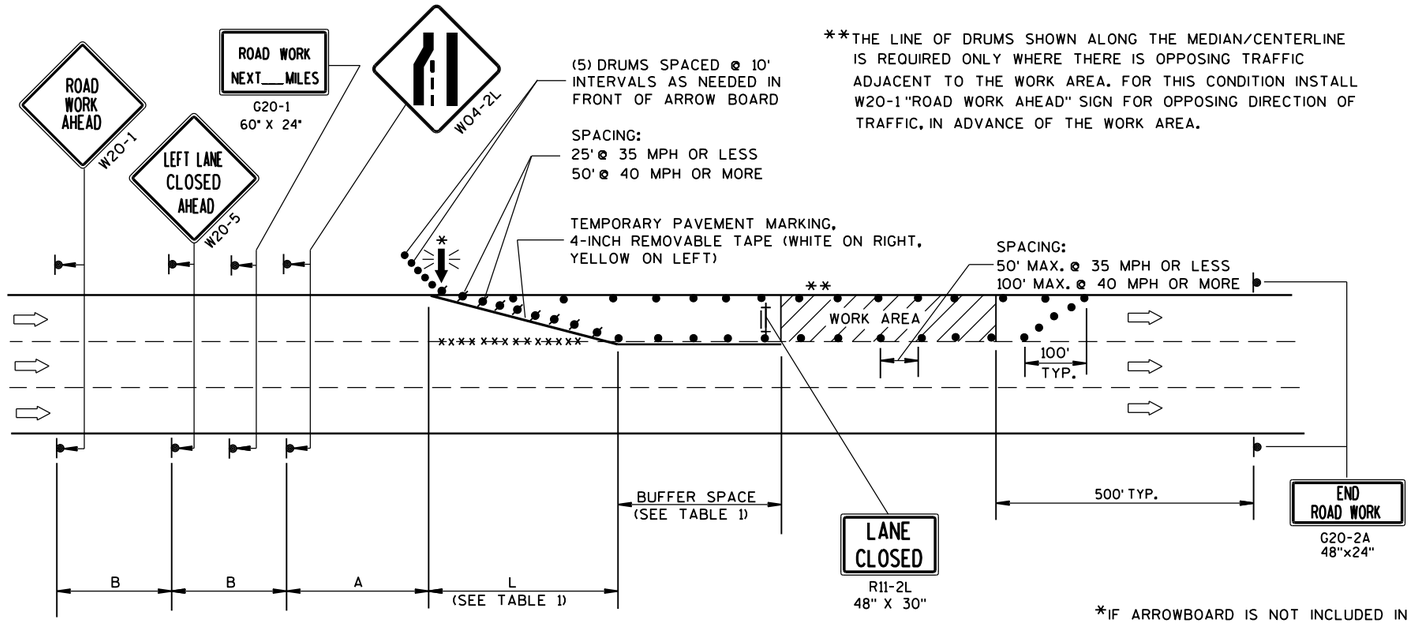
TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2015 — DATE
/S/ Peter Amakobe Atepe — STATEWIDE WORK ZONE SAFETY ENGINEER
FHWA

S.D.D. 15 D 15-2

S.D.D. 15 D 15-2



**THE LINE OF DRUMS SHOWN ALONG THE MEDIAN/CENTERLINE IS REQUIRED ONLY WHERE THERE IS OPPOSING TRAFFIC ADJACENT TO THE WORK AREA. FOR THIS CONDITION INSTALL W20-1 "ROAD WORK AHEAD" SIGN FOR OPPOSING DIRECTION OF TRAFFIC, IN ADVANCE OF THE WORK AREA.

B=400' AT 25-30 MPH
700' AT 35-40 MPH
1000' AT 45-55 MPH

A=200' AT 25-30 MPH
350' AT 35-40 MPH
500' AT 45-55 MPH

(PLACE BARRICADE AND SIGN APPROX. EVERY 1000' ACROSS THE CLOSED LANE)

*IF ARROWBOARD IS NOT INCLUDED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE A TYPE III BARRICADE WITH W01-6 SIGN IN THE LANE CLOSURE TAPER.

W01-6
48"x24"

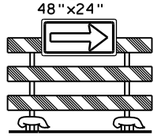


TABLE 1
TAPER AND BUFFER SPACE FOR 12' LANE WIDTH

S	L	BUFFER SPACE
25	125'	55'
30	180'	85'
35	245'	120'
40	320'	170'
45	540'	220'
50	600'	280'
55	660'	335'

FOR LANE WIDTH OTHER THAN 12':

L = WS AT 45 MPH OR GREATER

$L = \frac{WS^2}{60}$ AT 40 MPH OR LESS

L = TAPER LENGTH IN FEET

S = NON-CONSTRUCTION SPEED LIMIT (MPH)

W = WIDTH OF LANE CLOSURE

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA

GENERAL NOTES

THIS LANE CLOSURE DETAIL IS TYPICAL FOR CLOSING THE LEFT LANE. FOR A RIGHT LANE CLOSURE, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

ON UNDIVIDED ROADWAYS, OMIT THE SIGNS SHOWN ON LEFT SIDE OF ROAD.

W20-1, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROWBOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROWBOARDS AND LANE CLOSURE DRUMS.

PLACE THE ARROWBOARD AS CLOSE AS POSSIBLE TO THE BEGINNING OF THE LANE CLOSURE TAPER, PREFERABLY ON THE SHOULDER OR TERRACE.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

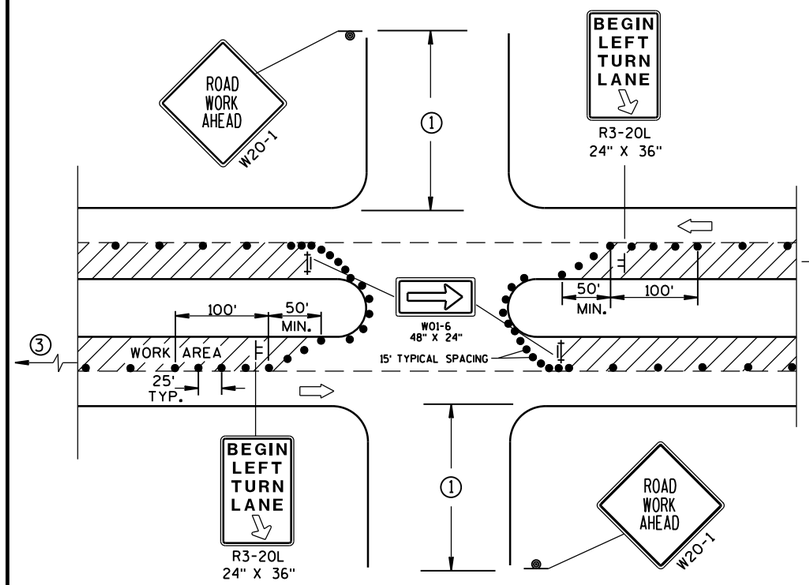
TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Feb. 2015 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

6

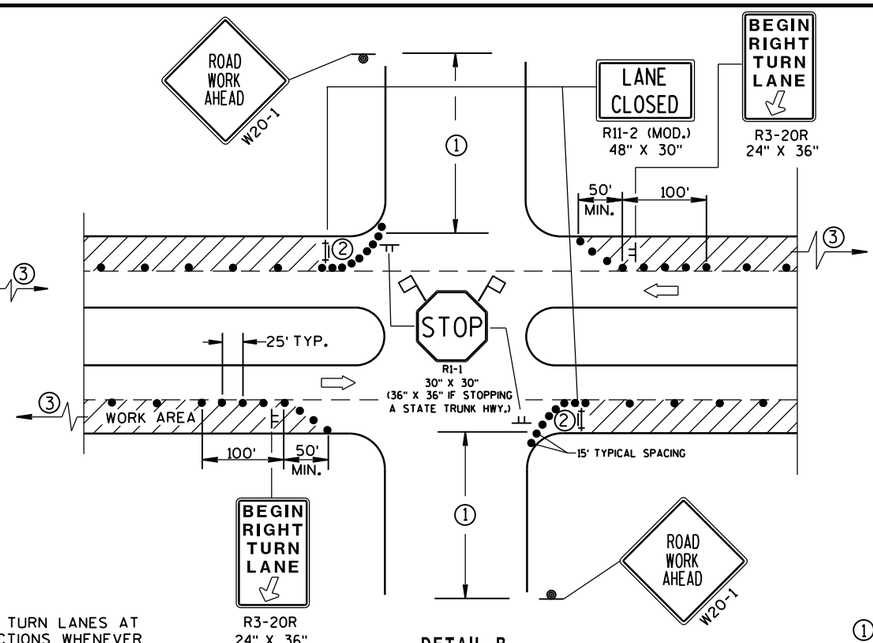
S.D.D. 15 D 20-3



DETAIL A

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING

PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.



DETAIL B

FOR RIGHT LANE CLOSURE AT INTERSECTION

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

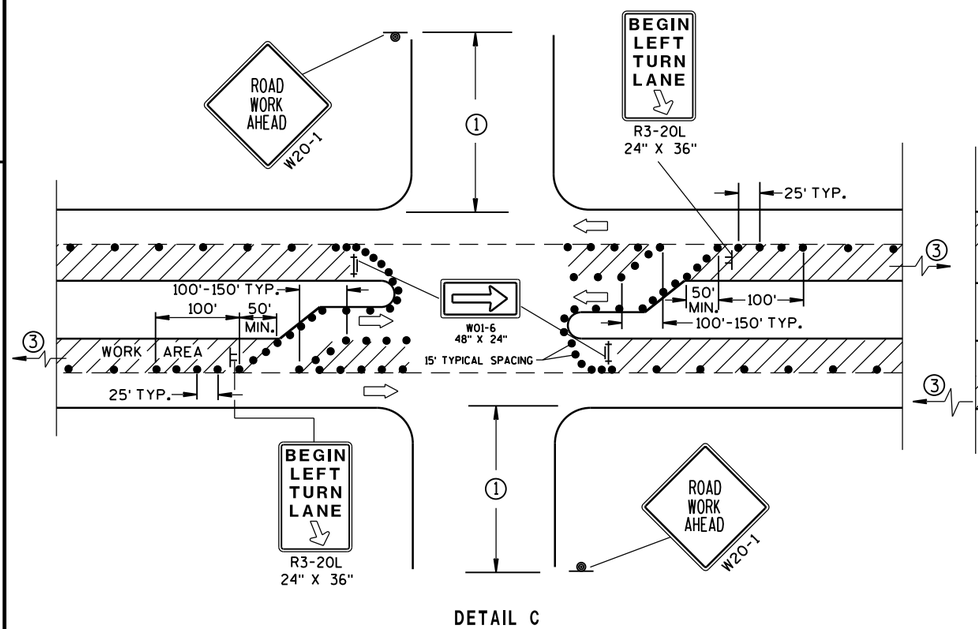
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

① 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35-40 MPH.
200' IF 25-30 MPH.

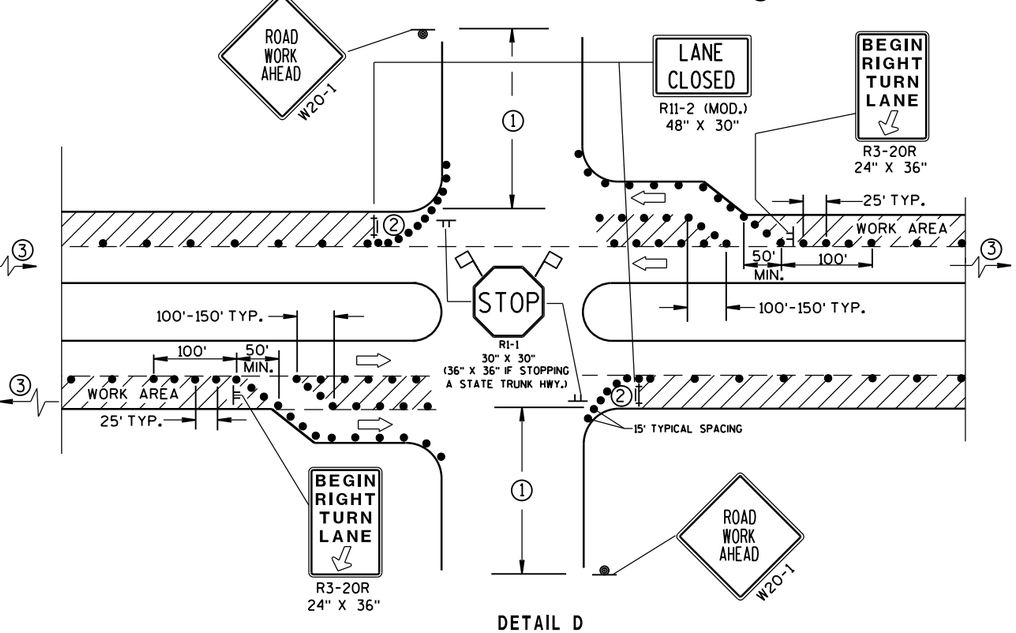
② ALSO USE BARRICADE AND 15-FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS.

③ SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.



DETAIL C

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING (WITH LEFT TURN BAY OPEN)



DETAIL D

FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT (5' MIN. MOUNTING HEIGHT)
- TYPE III BARRICADE WITH ATTACHED SIGN AND TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., (ORANGE)
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

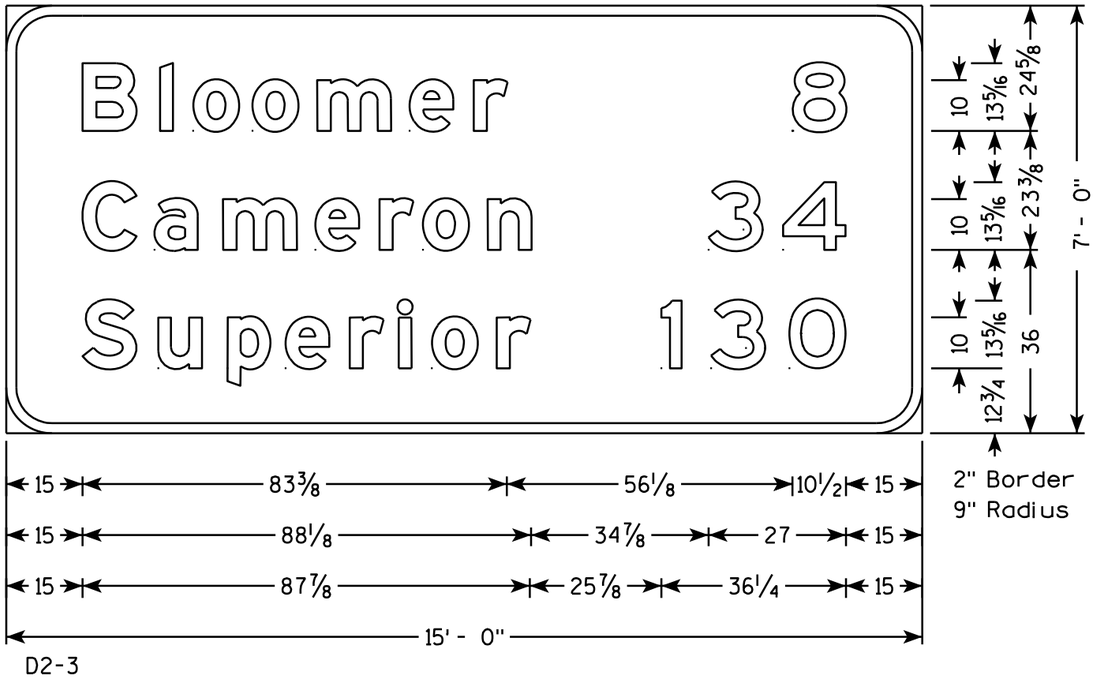
APPROVED
Nov. 2014 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

6

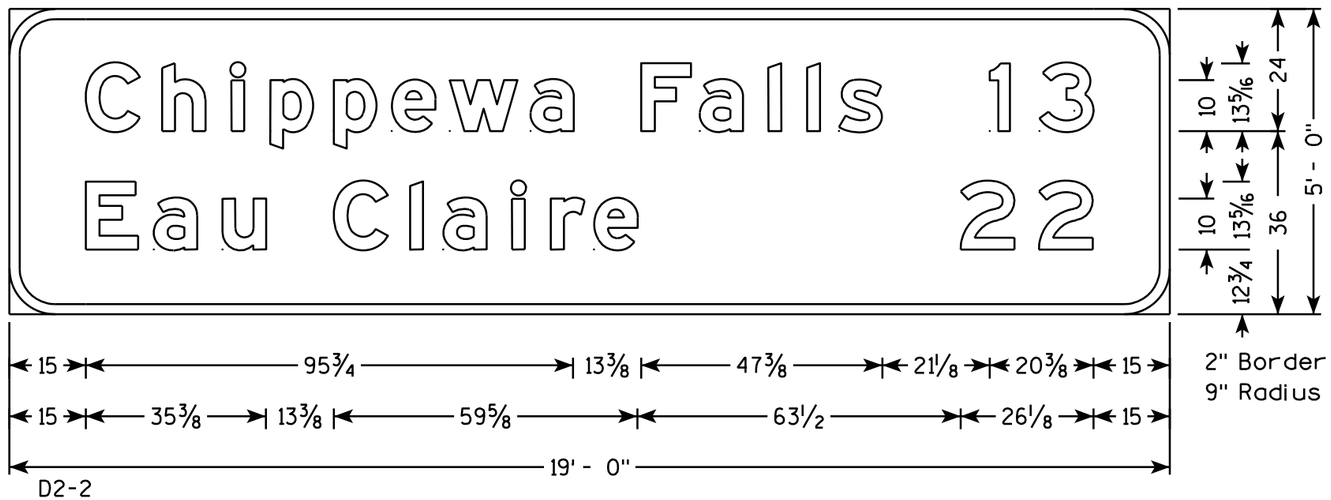
S.D.D. 15 D 21-3

NOTES

1. All Signs are Type I - Type SH Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message - White
3. Message Series - E Modified



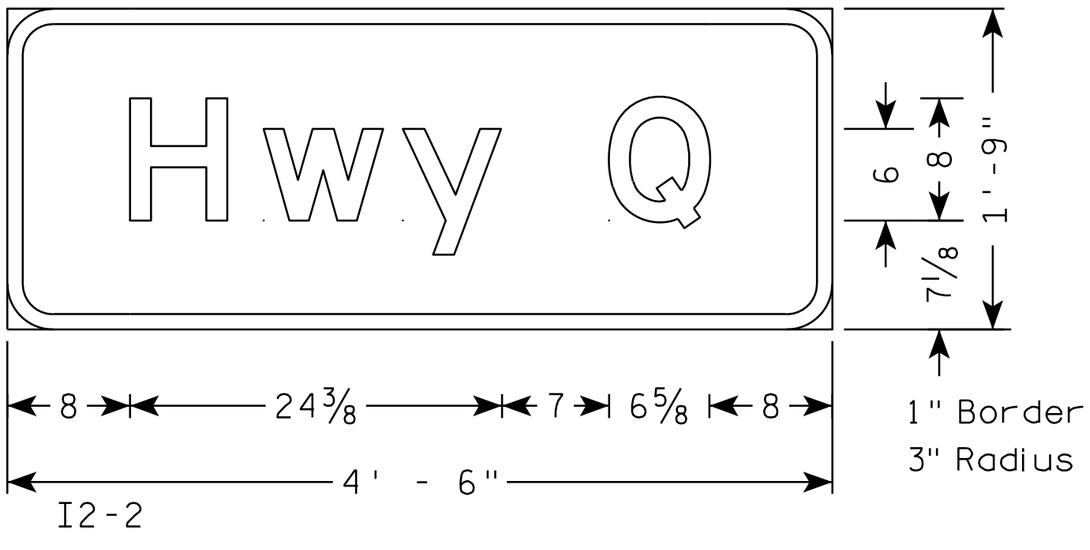
D2-3



D2-2

NOTES

1. All Signs Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message - White
3. Message Series - E



I2-2

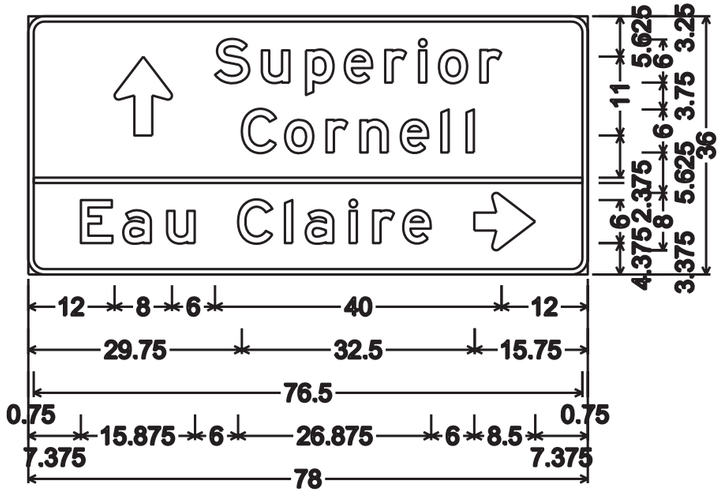
7

7

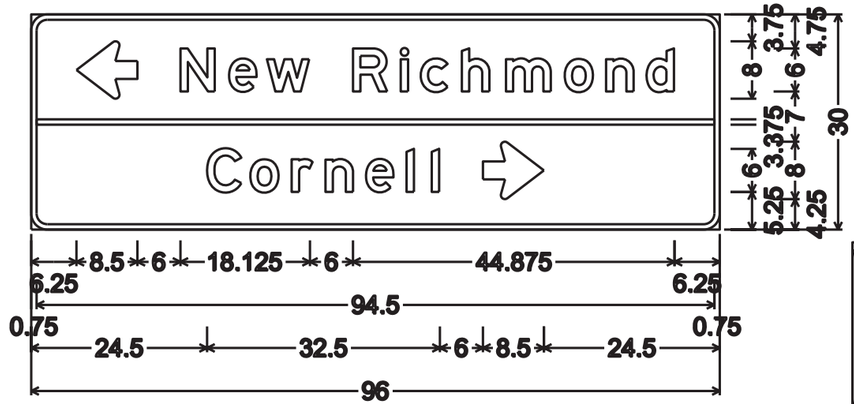
PROJECT NO: 1190-05-75	HWY: USH 53	COUNTY: CHIPPEWA	PERMANENT SIGNING	SHEET NO: 97	E

NOTES

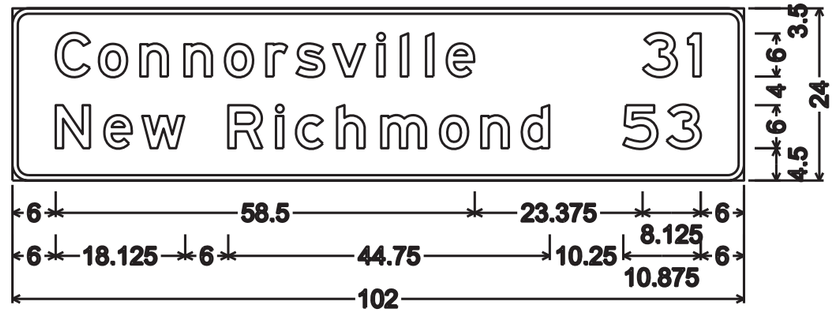
1. All Signs are Type II Type H Reflective
2. Color:
   Background - Green except as noted
   Message - White except as noted
3. Message Series - E except as noted



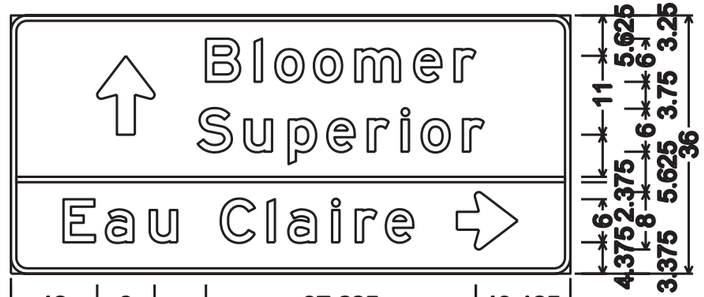
D1-3;
2.250" Radius, 0.750" Border



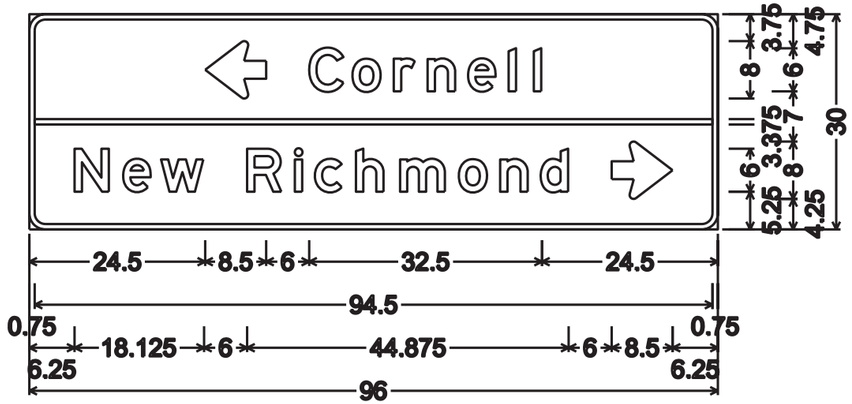
D1-2; 2.250" Radius, 0.750" Border



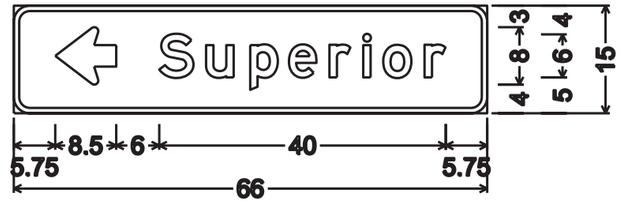
D2-2; 2.250" Radius, 0.750" Border



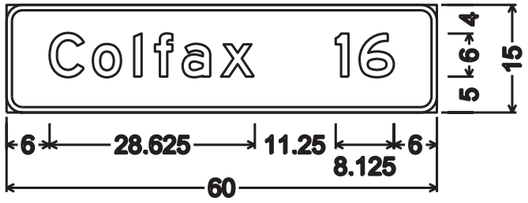
D1-3;
2.250" Radius, 0.750" Border



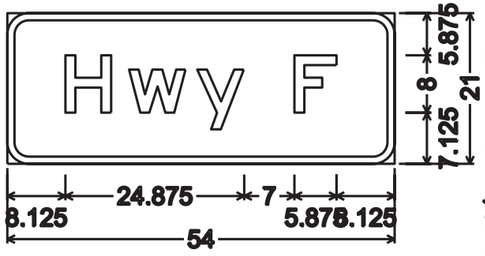
D1-2; 2.250" Radius, 0.750" Border



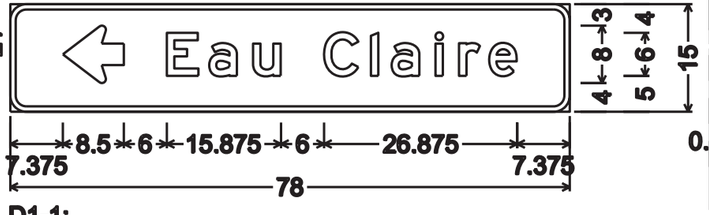
D1-1;
2.250" Radius, 0.750" Border



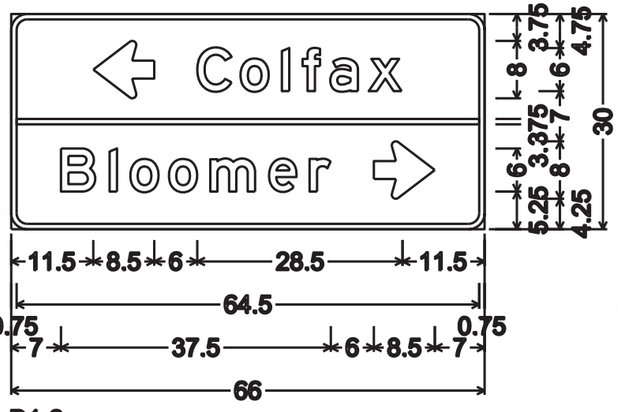
D2-1;
2.250" Radius, 0.750" Border



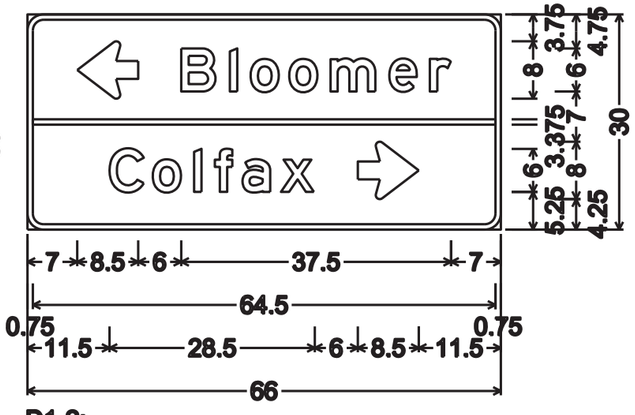
M1-94;
3.000" Radius, 1.000" Border



D1-1;
2.250" Radius, 0.750" Border



D1-2;
2.250" Radius, 0.750" Border

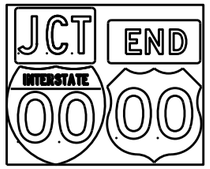


D1-2;
2.250" Radius, 0.750" Border

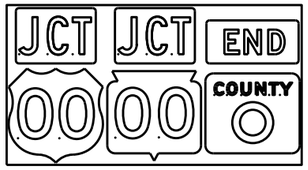
PROJECT NO: 1190-05-75	HWY: USH 53	COUNTY: CHIPPEWA	PERMANENT SIGNING	SHEET NO:	E

TYPICAL ASSEMBLIES

J1-1

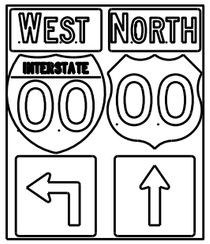


J1-2

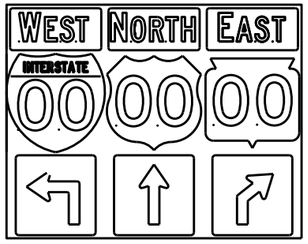


J1-3

J2-1



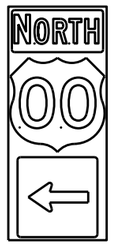
J2-2



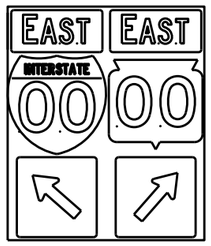
J2-3

JV

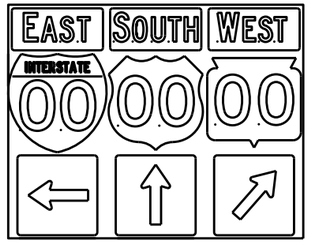
(Typical Vertical J-Assembly
See Note 10 and 11)



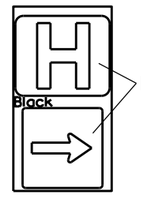
J3-1



J3-2

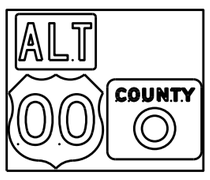


J3-3

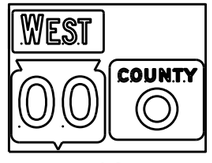


JH-1

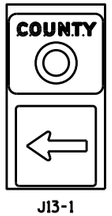
J4-1



J4-2



J4-2



J13-1

J12-1

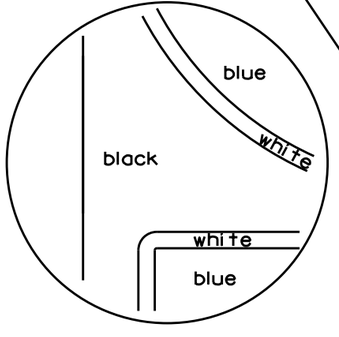
J32-1

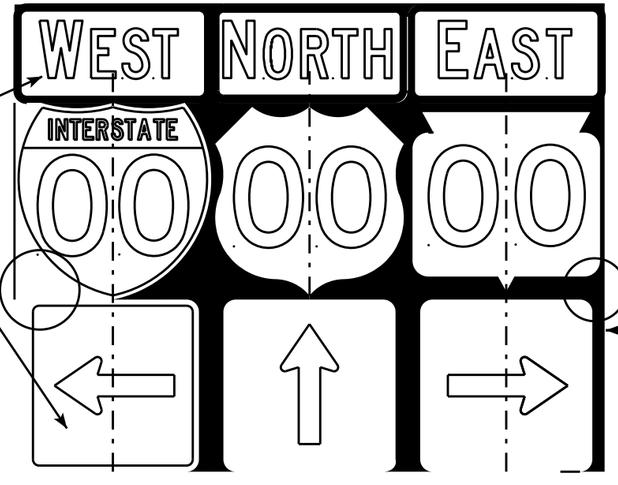
J33-1

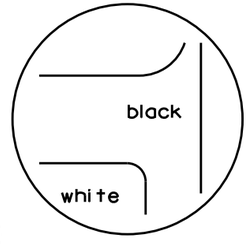
J23-1

J22-1

[blue background with interstate]







[black background]

NOTES

1. Signs are Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Black Non-reflective
   Message - see Note 5
3. Message Series - See Note 5
4. Corners shall be square or rounded if base material is plywood. If base material is metal the corners shall be rounded.
5. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
6. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 Interstate marker shall be blue.
7. Single panel j-assemblies shall only be used with route marker shields that are same size. If the route marker shields are different size use multiple piece component.
8. Route assemblies that have 24 inch route shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have one horizontal splice between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 inches or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
9. Route assemblies that have 36 inch shields and have dimensions greater than 48 inchs (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
10. All Vertical J Assemblies are given a Sign Code of JV
11. For JV Assemblies that have a mixture of Interstate and non Interstate shields, arrows and cardinals shall be white on blue.

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

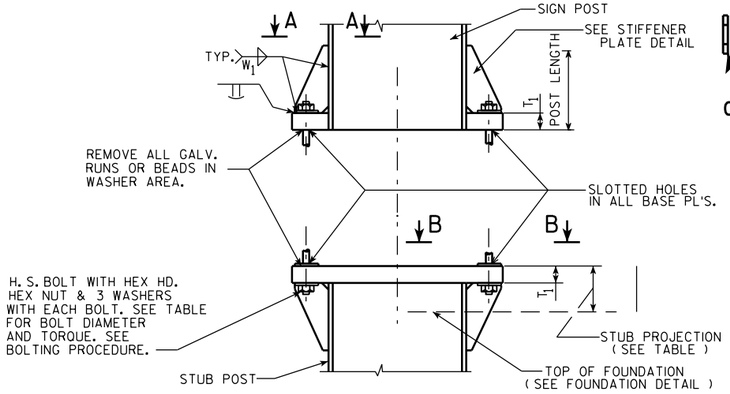
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/06/14 PL... A2-1S.8

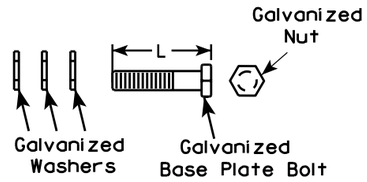
PROJECT NO: | SHEET NO: E

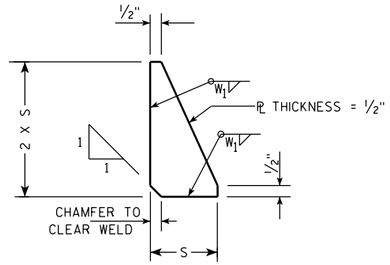
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A21S.DGN PLOT DATE : 06-FEB-2014 14:10 PLOT BY : mscsja PLOT NAME :

WISDOT/CADDS SHEET 42



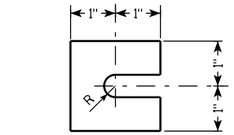
SIGN POST AND STUB POST ELEVATION





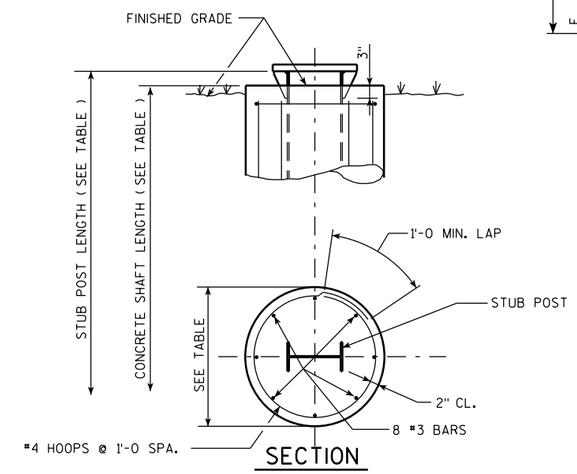
STIFFENER PLATE DETAIL

(SEE TABLE FOR DIMENSIONS)

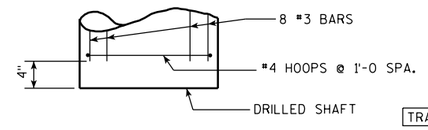


FURNISH 2 @ .012" ± THICK AND 2 @ .032" ± THICK SHIMS PER POST. SHIMS SHALL BE FABRICATED FROM BRASS SHIM STOCK OR STRIP CONFORMING TO A.S.T.M.- B36.

SHIM DETAIL



SECTION



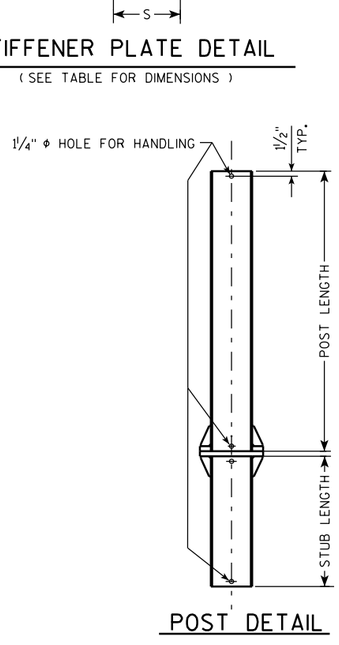
FOUNDATION DETAIL

QUANTITIES FOR 1 FOOTING		
	CONC. MASONRY C.Y.	REINF. STEEL LBS.
A	0.6	34
B	0.8	49
C	0.9	50
D	0.9	56
E	1.0	62

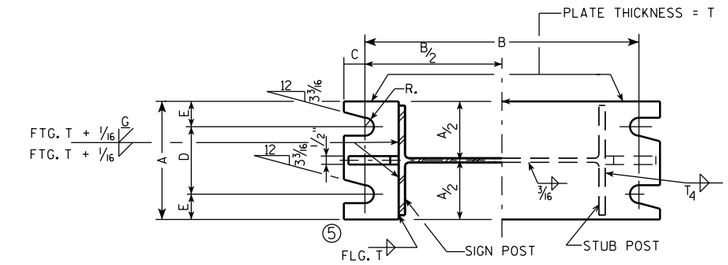
⑦

REINF.	TYPE	#3	#4
	A	8 @ 4'-5	5 @ 6'-3
	B	8 @ 6'-5	7 @ 6'-3
	C	8 @ 6'-11	7 @ 6'-3
	D	8 @ 7'-5	8 @ 6'-3
	E	8 @ 7'-11	9 @ 6'-3

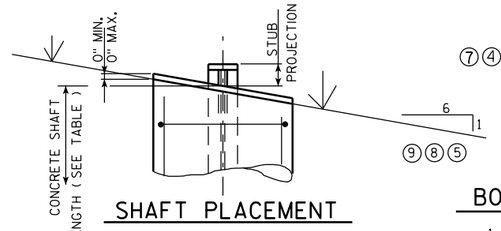
⑦



POST DETAIL



SECTION A-A SECTION B-B



SHAFT PLACEMENT

DESIGN DATA

WIND PRESSURE = 75 M.P.H.
WIND COMPONENTS - NORMAL = 1.0 TRANSVERSE = 0.0
ICE LOAD = 3 P.S.F.

GROUP LOADS	PERCENT OF ALLOWABLE STRESS
1. DEAD	100
2. DEAD & WIND	140
3. DEAD, ICE & ½ WIND[4]	140

[4] 25 P.S.F. MIN.

ALLOWABLE SOIL PRESSURE = 1½T / SQ. FT.
WIND LOAD WAS APPLIED TO THE AREA OF THE SIGN AND TO THE SUPPORTING MEMBERS.
ICE LOAD WAS APPLIED TO ONE FACE OF THE SIGN AND AROUND THE SURFACE OF THE SUPPORTING MEMBERS.

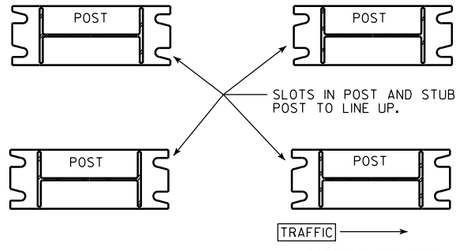
GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.
DESIGN CONFORMS WITH A.A.S.H.T.O. SPECIFICATIONS 1985.
ALL POSTS, POST STUBS & ATTACHMENTS SHALL BE A.S.T.M. A709 GRADE 50.
⑨ THE POST, BASE PLATES, UPPER SIX INCHES OF STUB POST FLANGE SPLICE PLATE AND FUSE PLATE SHALL BE GALVANIZED AFTER FABRICATION.
H.S. BOLTS, WASHERS & NUTS SHALL BE A325 GALVANIZED WHEN POSTS, POST STUBS AND ATTACHMENTS ARE A709 GRADE 50 AND GALVANIZED.

BOLTING PROCEDURE - BASE CONNECTION

1. ASSEMBLE SIGN POST TO STUB POST WITH BOLTS AND ONE OF THE FLAT WASHERS ON EACH BOLT BETW. PLATES.
2. SHIM AS REQ'D. TO PLUMB POST.
3. PRIOR TO BOLT TIGHTENING LUBRICATE BASE CONNECTION BOLTS WITH BEESWAX OR OTHER HIGH-WAX LUBRICANT.
4. TIGHTEN ALL BOLTS THE MAXIMUM POSSIBLE WITH 12" OR 15" WRENCH TO BED WASHERS & SHIMS AND TO CLEAN BOLT THREADS, THEN LOOSEN EACH BOLT IN TURN AND RETIGHTEN IN A SYSTEMATIC ORDER TO THE PRESCRIBED TORQUE. (SEE TABLE)
5. BURR THREADS AT JUNCTION WITH NUT USING A CENTER PUNCH TO PREVENT NUT LOOSENING.

NOTE:
TIGHTEN THE HIGH STRENGTH BOLTS TO THE TORQUE SHOWN. DO NOT OVERTIGHTEN.



POST SLOT ORIENTATION ⑦

L	X	TYPE	DIMENSION / POST SIZE	BASE CONNECTION DATA TABLE: BOLT SIZE & TORQUE	A	B	C	D	E	T_1	T_4	W_1	R	S	FOUNDATION DATA: STUB LENGTH	STUB PROJECTION	SHAFT DIAMETER	SHAFT LENGTH	② K
3 ¾	④	A	W10"X12.0 #/FT.	¾" Φ @ 75#-FT.	5¼"	1'-0⅜	⅞"	3½"	⅞"	1"	3/16"	5/16"	13/32"	2⅛"	3'-6	3"	2'-0 Φ	5'-0	76.0# ④
4 ¾	④	B	W12"X16.0 #/FT.	⅞" Φ @ 85#-FT.	5½"	1'-4¼	1"	3½"	1"	1¼"	¼"	5/16"	15/32"	3"	5'-6	3"	2'-0 Φ	7'-0	146.5# ④
5		C	W12"X19.0 #/FT.	⅞" Φ @ 85#-FT.	5½"	1'-4¼	1"	3½"	1"	1½"	5/16"	5/16"	15/32"	3"	6'-0	3"	2'-0 Φ	7'-6	182.1#
5		D	W12"X22.0 #/FT.	⅞" Φ @ 85#-FT.	5½"	1'-4¼	1"	3½"	1"	1½"	⅜"	5/16"	15/32"	3"	6'-6	3"	2'-0 Φ	8'-0	210.5#
5	③	E	W12"X26.0 #/FT.	1" Φ @ 90#-FT.	7"	1'-4¼	1¼"	4"	1½"	1½"	⅜"	5/16"	11/32"	3"	7'-0	3"	2'-0 Φ	8'-6	293.0# ③

① ⑥ ①

STRUCTURAL CARBON STEEL PAY WTS. (1 POST) = K+ (POST LENGTH X POST WT.)
" K " INCLUDES STUB, BASE PLATES, STIFFS., BOLTS, AND WASHERS.

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 6/30/14 PLATE NO. A3-1.15

⑩	1-21-14	LUBRICATION OF BASE BOLTS
⑨	4-26-11	REMOVE NON-GALVANIZED
⑧	10-30-96	NOT GALVANIZED/GALVANIZED
⑦	10-30-92	QUANT., A588 EXCEPT., ADD SLOT VIEW
⑥	8-24-87	BASE CONN. WELD
⑤	10-13-81	BASE CONN. WELD & FUSE PL WASHERS
④	10-19-79	POST A & B, A572 GR. 50, & K
②	11-28-78	"K" ③ 4-23-79 TYPE "E"
①	5-4-78	T_1 , T_2 & W_1
NO.	DATE	REVISION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

TYPE A, B, C, D, & E

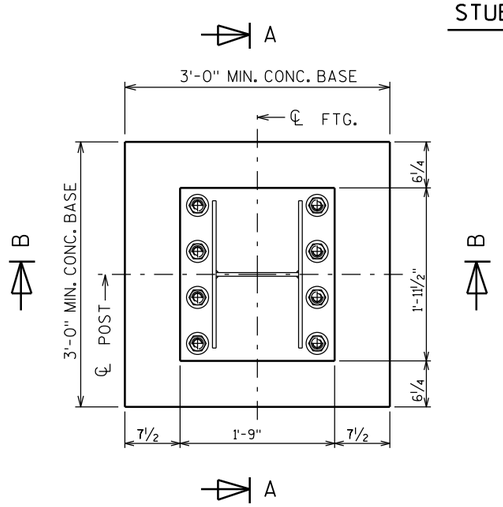
CONST. SPEC.	DRAWN BY	PLANS CK'D.
2011	JPH	

FTG. & SIGN SUPPORT DETAILS GROUND MOUNT BREAK-AWAY SIGNS

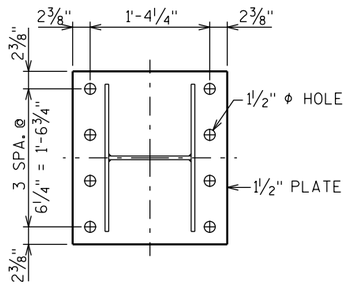
SHEET 100

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

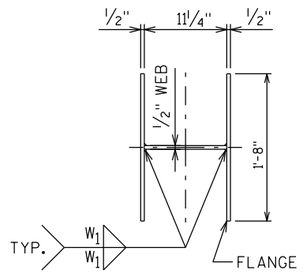
STUB AND MASONRY ANCHOR DETAILS



STUB SECTION



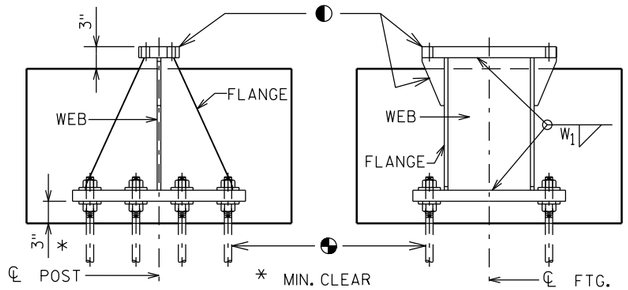
BASE PLATE



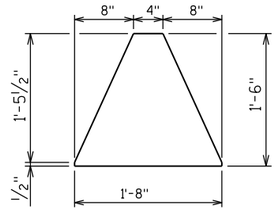
STUB

◐ SEE PLATE NO. A3-1 FOR DETAILS

◒ MASONRY ANCHORS TYPE S 1¼-INCHES (ADHESIVE). ALLOWABLE PULL OUT CAPACITY 14,995 KIPS. EMBED 1'-3" IN ROCK.



SECTION A SECTION B



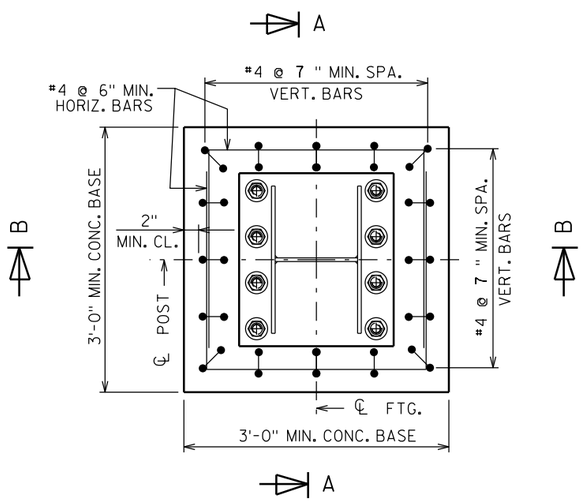
FLANGE

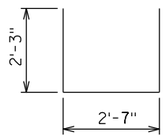
GENERAL NOTES

1. Quantities per Base:
   - REINFORCING BAR STEEL = 62 LBS
   - CONCRETE = 0.6 C.Y.
   - STEEL WEIGHT = 335 LBS
2. All materials, except anchor rod, nuts and washers, are to be A.S.T.M. A709 grade 50. All materials to be galvanized after fabrication.
3. If the contractor encounters rock before reaching the footing depth, per the A3-1 Sign Detail, determine the pull-out capacity of a test adhesive anchor installed in the rock. If the test result equals or exceeds the pull-out capacity of 14,995 KIPS, the contractor may install the breakaway stub for rock, according to this detail.

CONCRETE BASE AND REINFORCING STEEL DETAILS

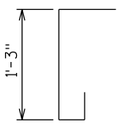
CONCRETE BASE SECTION





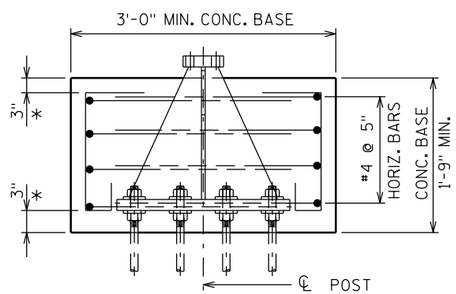
HORIZONTAL BAR

8 BARS @ 6'-11" LENGTH



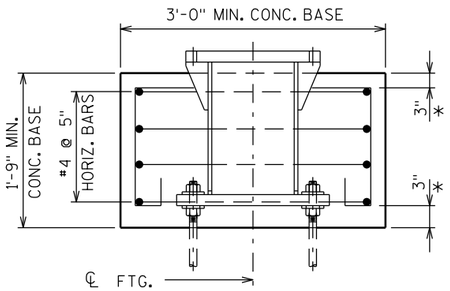
VERTICAL BARS

16 BARS @ 2'-4" LENGTH
MAY BE PLACED IN SKEW
FOR CLEARANCE NEED



SECTION A

* MIN. CLEAR



SECTION B

ALTERNATE BREAK-AWAY BASE ON ROCK
A3-1M

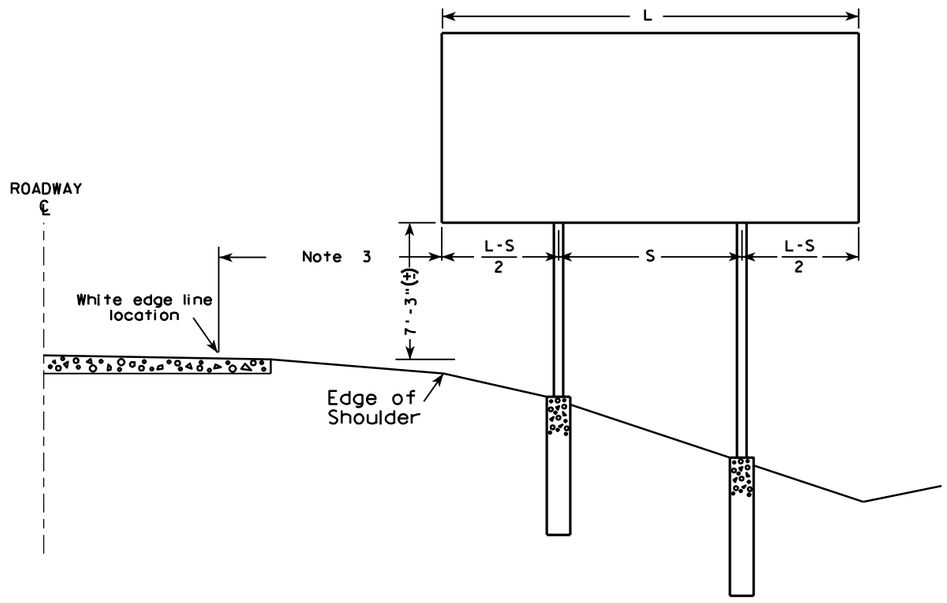
WISCONSIN DEPT OF TRANSPORTATION

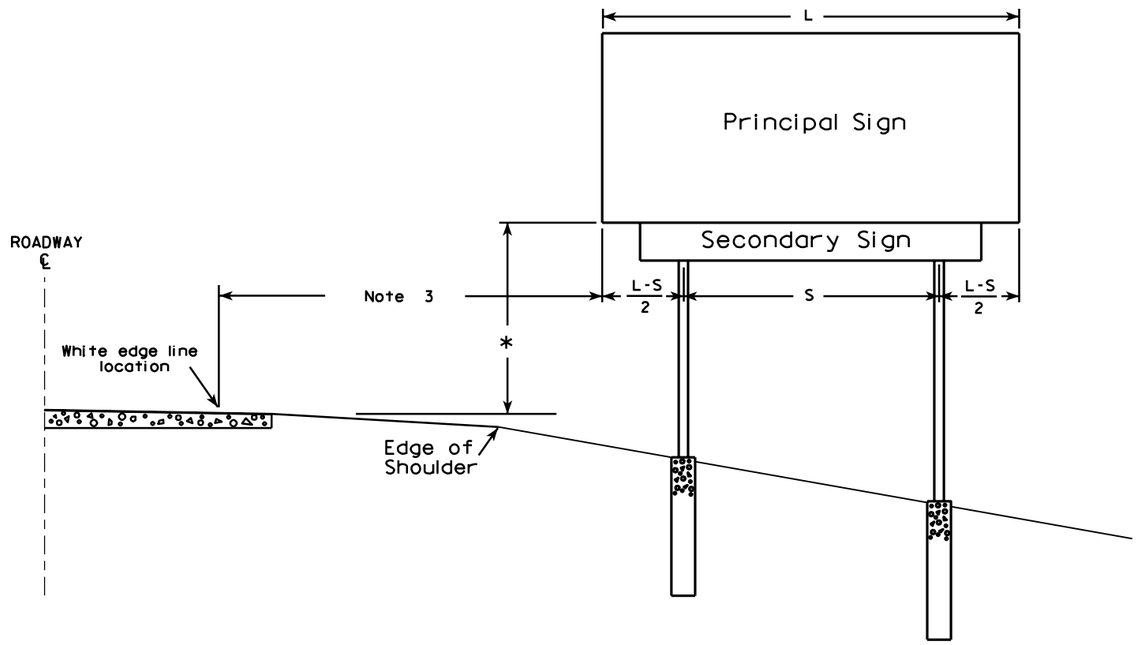
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/06/2014 PLATE A3-1M.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A31M.DGN PLOT DATE : 10-MAR-2014 15:16 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 1.556674:1.000000 WISDOT/CADDS SHEET 42





GENERAL NOTES

1. For a 2 post installation, S equals 3L/5, but shall not be less than 9 ft.
2. For a 3 post installation, S equals 5L/7, but shall not be less than 18 ft., and the space between any two posts shall not be less than 9 ft.
3. Unless noted in the plan, the sign offset distance shall be a minimum of 17'-6", desirable 30'-0".
4. The (±) tolerance shown on this sheet is 3 in.
5. The vertical sign height clearance detailed is measured from the bottom of the sign to the near edge of pavement.
6. Post lengths shown in the miscellaneous quantities are estimated lengths. The contractor shall verify post lengths at the time of final grading.
7. Refer to the Traffic Guidelines Manual for further guidance on minimum vertical clearance requirements.

* Clearance is 8'-3"(±) when the secondary sign is 3 ft. or less in height. For secondary signs larger than 3 ft., the clearance to the bottom of the secondary sign shall be 5'-3"(±).

7

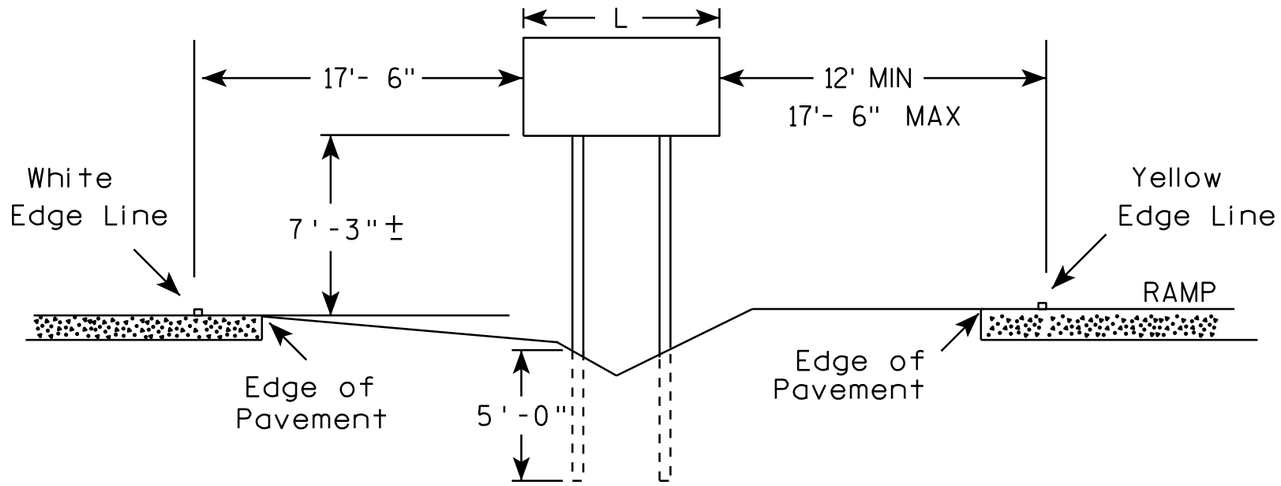
7

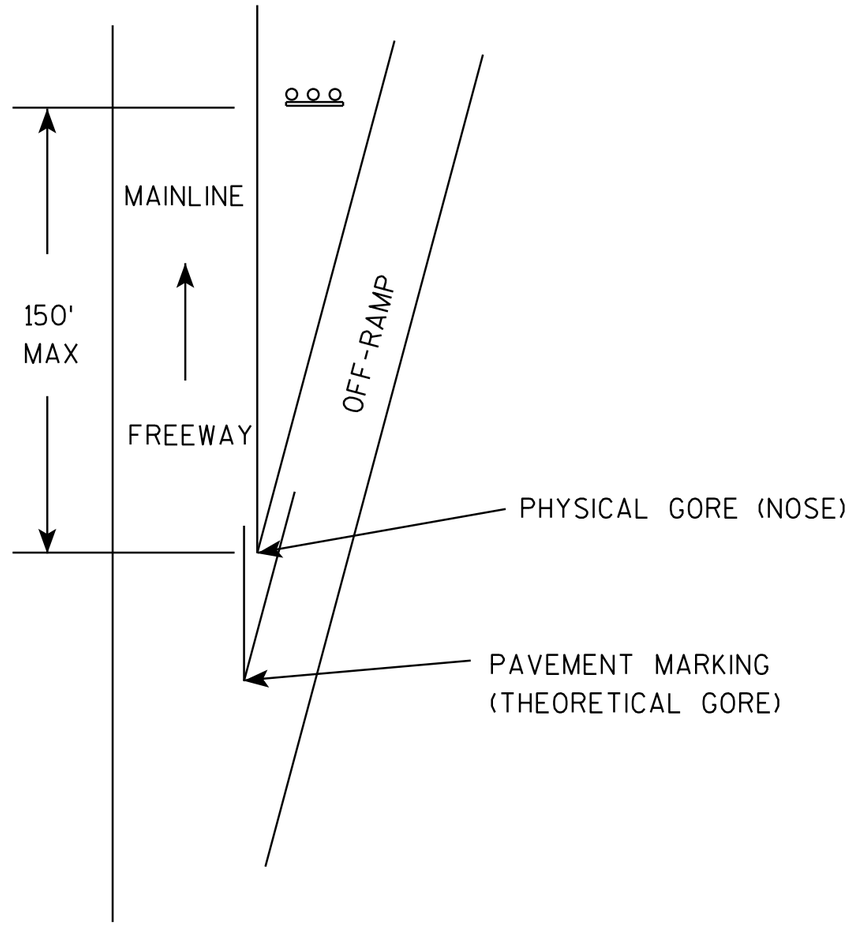
TYPICAL INSTALLATION
OF TYPE I SIGNS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/02/08 PLATE NO. A4-1.9





GENERAL NOTES

1. The 150 foot distance from the physical gore (where pavement ends) will normally provide the offsets as shown.
2. If roadway geometrics permit, the sign may be closer than the 150 foot distance as long as the offsets are maintained.
3. At no time shall the location be greater than 150 feet. If the normal offsets cannot be maintained, they can be reduced to 6 feet from the edge of the paved shoulder (both freeway and ramp).
4. The offset from edge of sign to the yellow edge line on the ramp is shown as a minimum of 12 feet and a maximum of 17 feet, 6 inches. Preference is adhering to the maximum rather than the minimum dimension.
5. When L is equal to or exceeds 10 feet, use 3 posts as per A4-4.
6. The (∓) tolerance for the mounting height is 3 inches.

7

7

TYPICAL INSTALLATION
OF TYPE II SIGNS ON
WOOD POSTS IN GORE

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

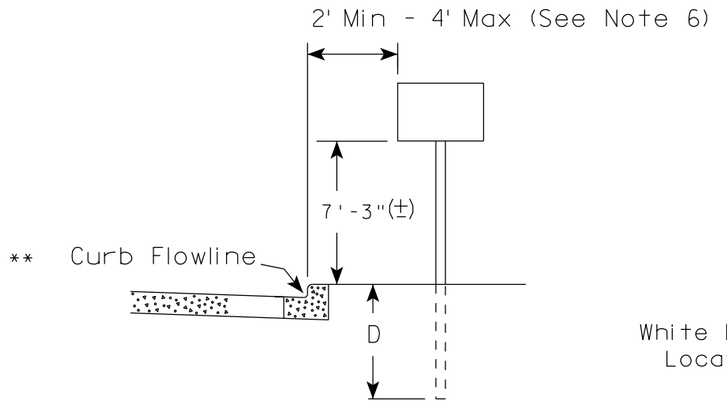
DATE 2/06/14 PLA... A4-2.3

PROJECT NO: | SHEET NO: E

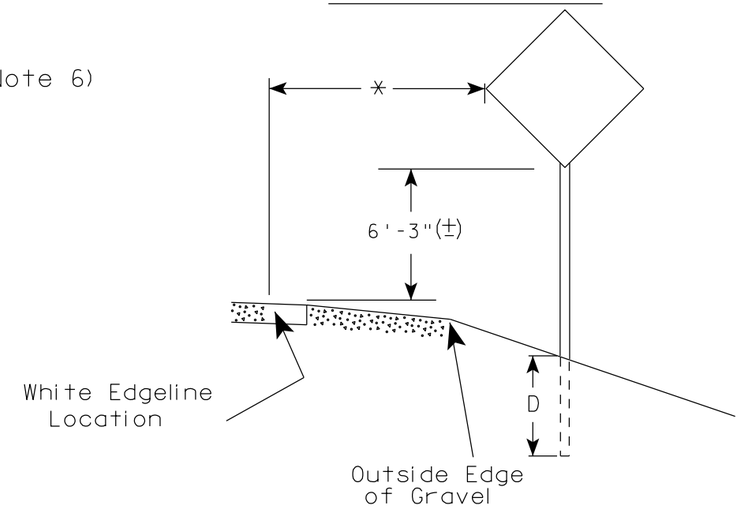
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A42.DGN PLOT DATE : 06-FEB-2014 12:36 PLOT BY : mscsja

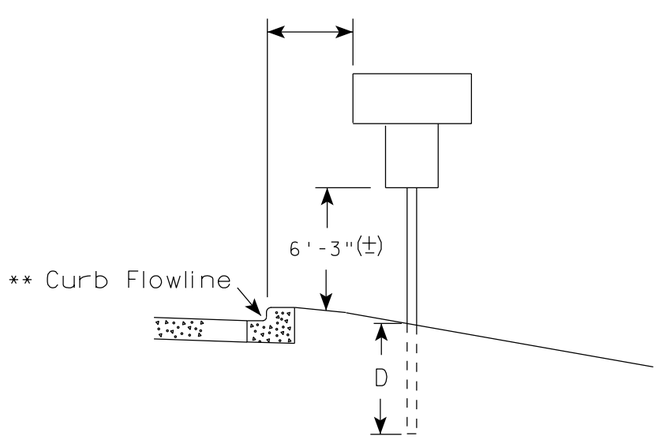
WISDOT/CADDS SHEET 42

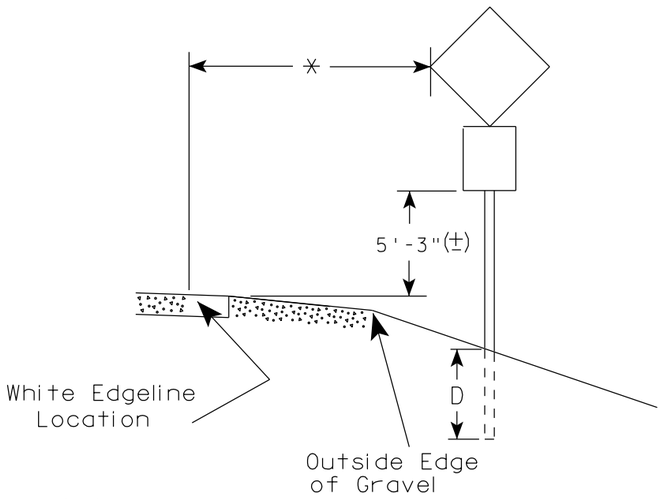
URBAN AREA



RURAL AREA (See Note 2)







GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on barrier wall, see A4-10 sign plate.
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. Minimum mounting height for J assemblies (A2-1S) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
5. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. The (±) tolerance for mounting height is 3 inches.
8. Folding signs shall be mounted at a height of 5'-3" (±) or as directd by the Engineer.
9. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq.Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

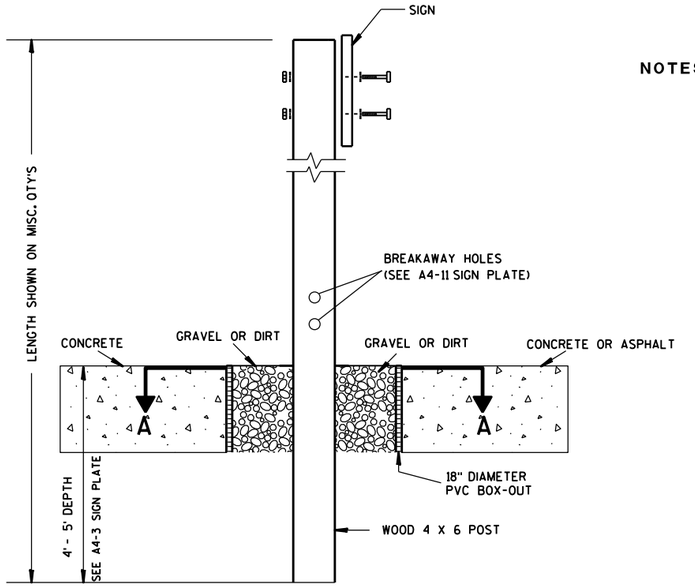
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/23/15 PLATE NO. A4-3.20

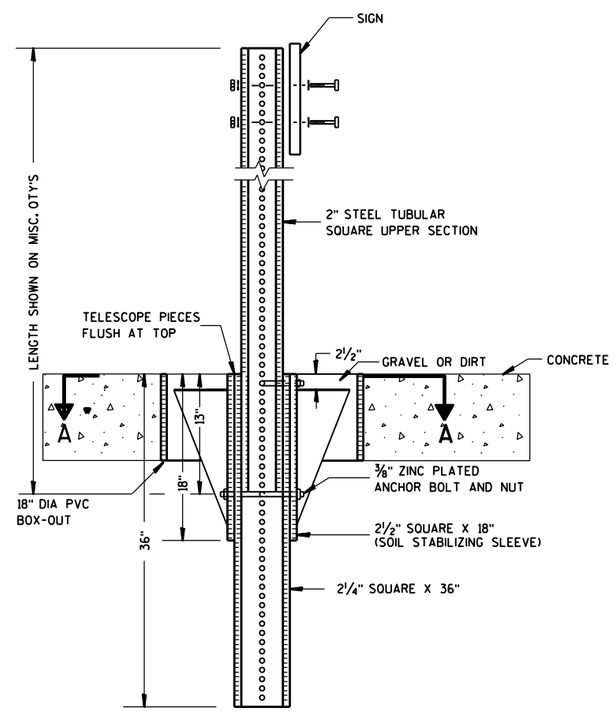
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



ELEVATION VIEW

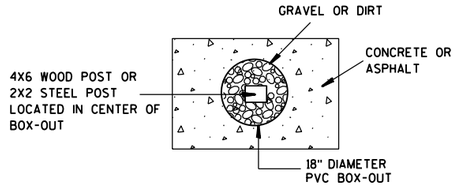
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

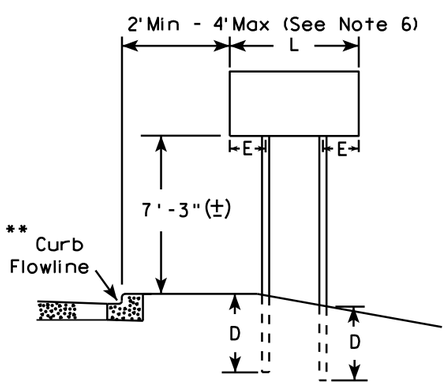
APPROVED Matthew R Rauch
for State Traffic Engineer

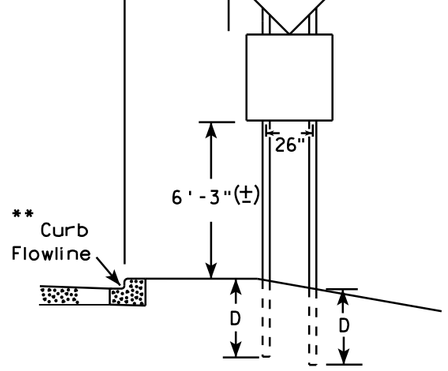
DATE 1/27/14 PLATE NO. A4-3B.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

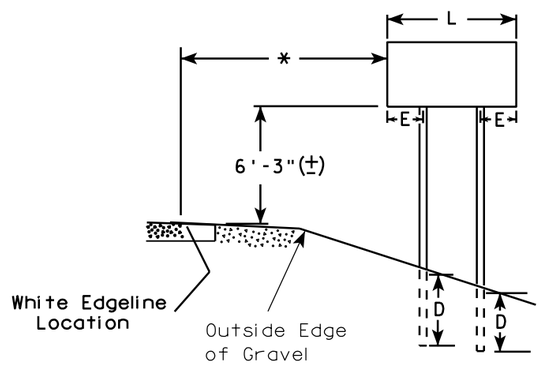
URBAN AREA

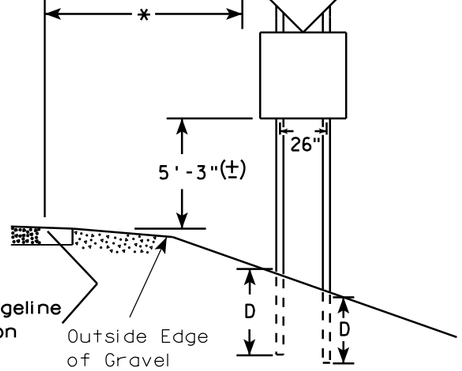




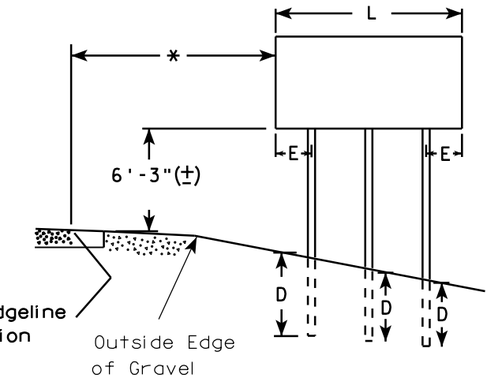
48" DIAMOND WARNING SIGN

RURAL AREA (See Note 3)





48" DIAMOND WARNING SIGN



GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. Minimum mounting height for J assemblies (A2-1S) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4"-3" (±).

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

*** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)	
L	E
Greater than 48" Less than 60"	12"
60" to 120"	L/5

***

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 120" less than 168"	12"

SIGN SHAPE OTHER THAN DIAMOND (FOUR POSTS REQUIRED)	
L	E
168" and greater	12"

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

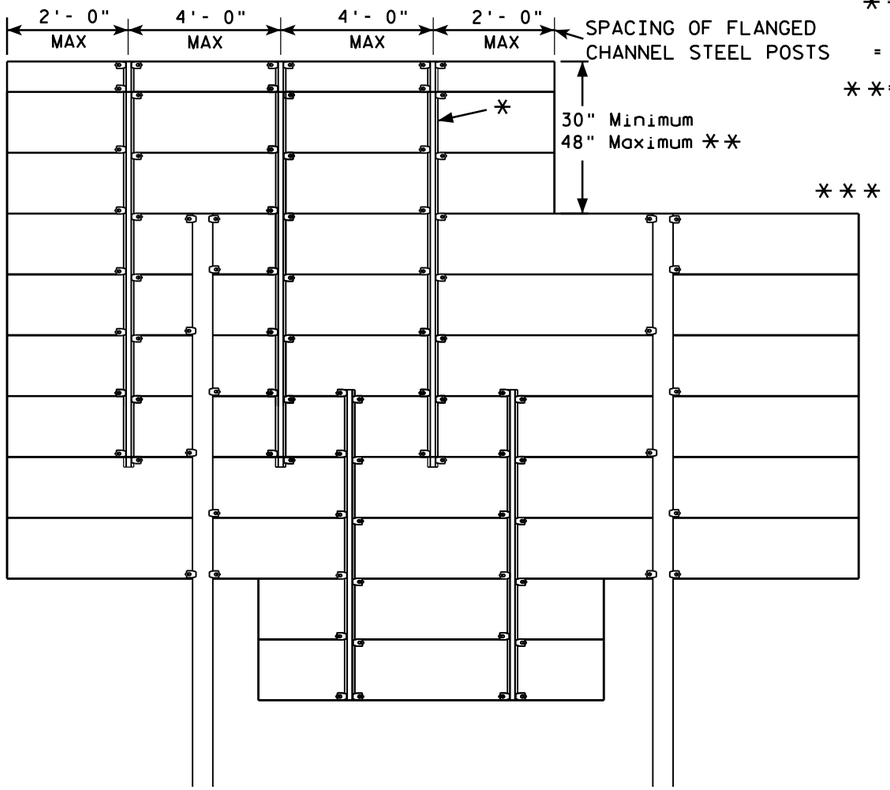
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/23/15 PLATE NO. A4-4 106 14

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

GROUND MOUNTED SIGN

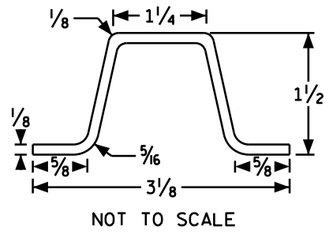


* =2.00 lb/ft FLANGED CHANNEL, MIN. YIELD STRENGTH = 60,000 PSI (GRADE 60) GALVANIZED

** =FOR 48" HEIGHT PANELS ON OVERHEAD STRUCTURES, ENTIRE SIGN SHALL BE CENTERED VERTICALLY ABOUT THE DEPTH OF THE TRUSS.

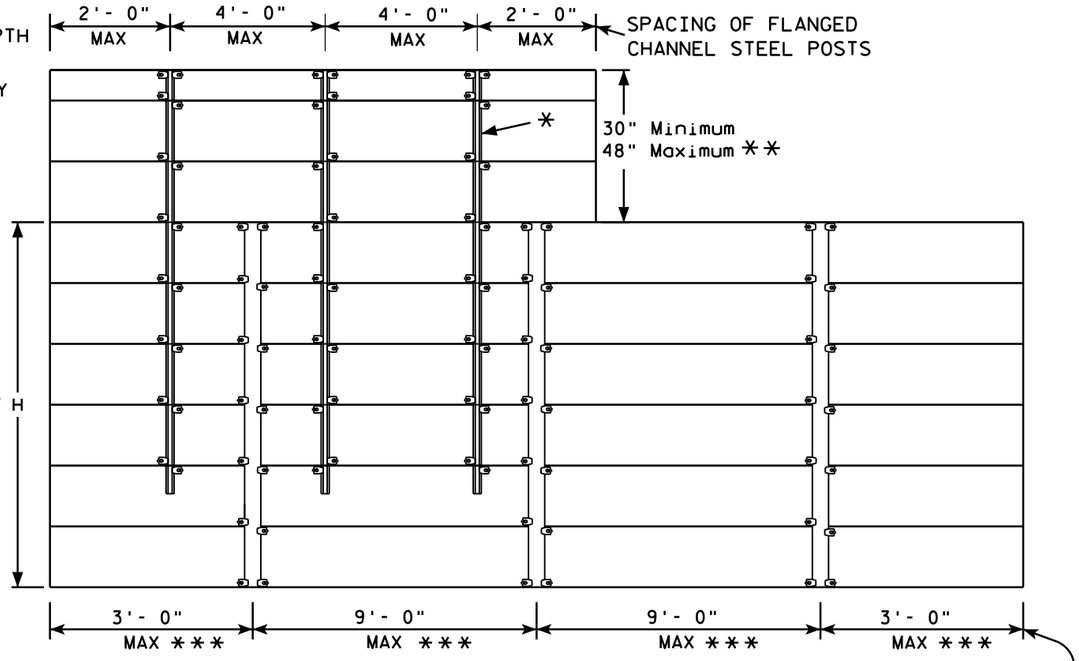
*** THESE SPACING DISTANCES SHALL ONLY BE USED WHEN THE MAIN SIGN HAS A MAXIMUM HEIGHT (DIMENSION H) OF 16 FT OR LESS. FOR SIGNS WITH A HEIGHT OF GREATER THAN 16 FT, STRUCTURAL CALCULATIONS SHALL BE PERFORMED.

FLANGE CHANNEL DETAIL



NOT TO SCALE

SIGN BRIDGE MOUNTED SIGN



GENERAL NOTES

1. Flanged channel steel posts shall conform to size and material above, and shall be considered as incidental to other items in the contract.
2. Number of Flanged channel steel supports varies with length of panel and shall be spaced as shown:

   PANEL LENGTH 8'-0" OR LESS = 2 CHANNELS
   PANEL LENGTH 9'- 0" - 12'- 0" = 3 CHANNELS
   PANEL LENGTH 13'- 0" OR MORE = 4 CHANNELS

   If the flanged channel steel posts can not be horizontally spaced as shown, they can be moved so as to securely hold the sign.
3. The EXIT NUMBER PANEL shall normally be positioned above the guide sign aligned with the right edge of the guide sign. If the guide sign indicates a left exit, the EXIT NUMBER PANEL shall be aligned with the left edge of the guide sign.
4. If the bolt holes in the top panel (EXIT NUMBER), or sub panel (NEXT EXIT) line up with holes in main sign panel, stitch bolts shall be used in addition to the channels.
5. Provide post clips for each sign as shown. (Please note the differences between a ground mounted versus Sign bridge mounted sign as far as number of clips required on the main supports or beams)
6. Structural steel sign supports shall extend to the top of the main signs, as shown on the above details.

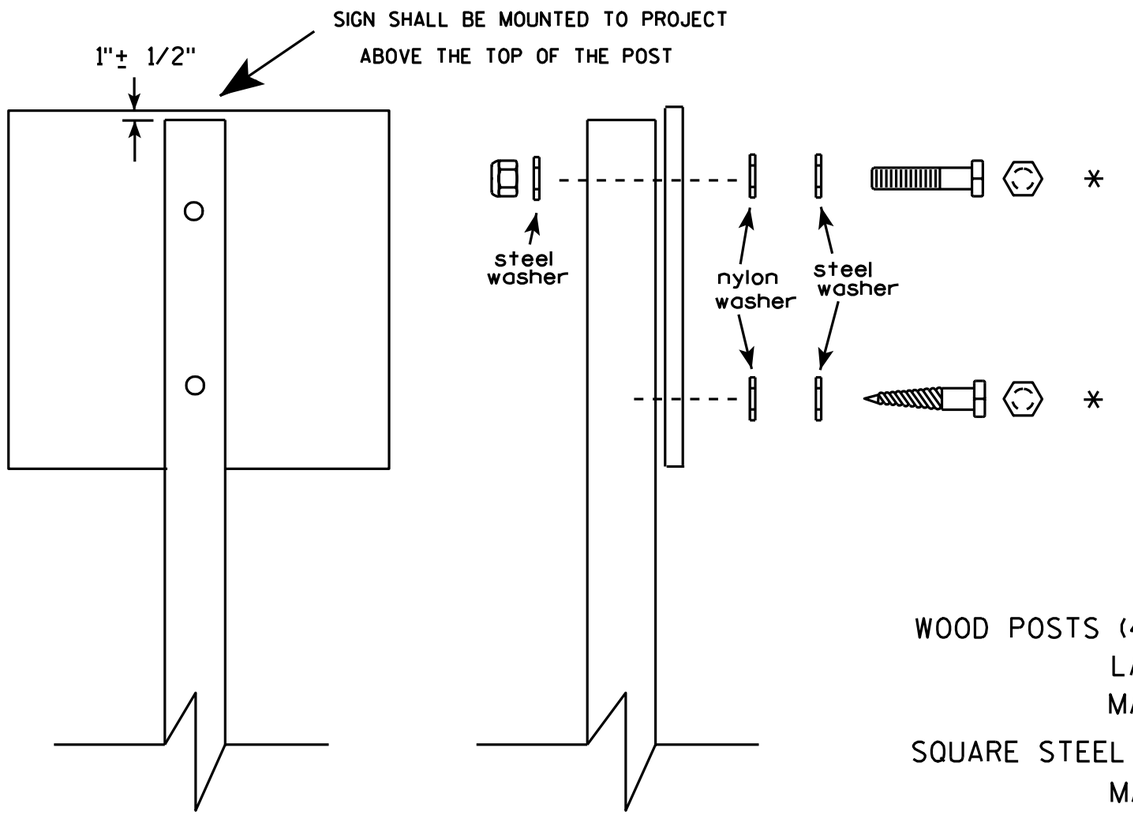
ATTACHMENT OF GUIDE SIGNS TO SUPPORTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/05/13 PLAT 107 A4-6.12

PROJECT NO:				SHEET NO:	E



Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

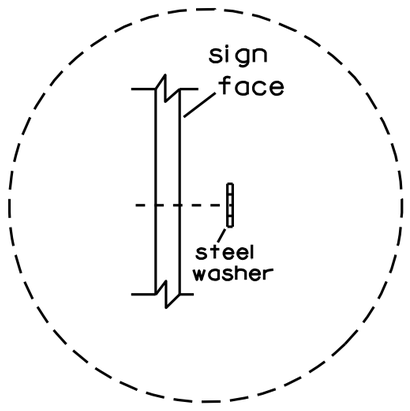
b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

WOOD POSTS (4" x 4" or 4" x 6")
LAG SCREWS - 3/8" X 3"
MACHINE BOLTS - 5/16" X 6-1/2" or 7" Length w/ nuts

SQUARE STEEL POSTS (2" x 2")
MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts
RIVETS - 9/32 " (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON for all Type H signs.



Washer Placement when Sign Has Other Than Type H or Type F Face

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

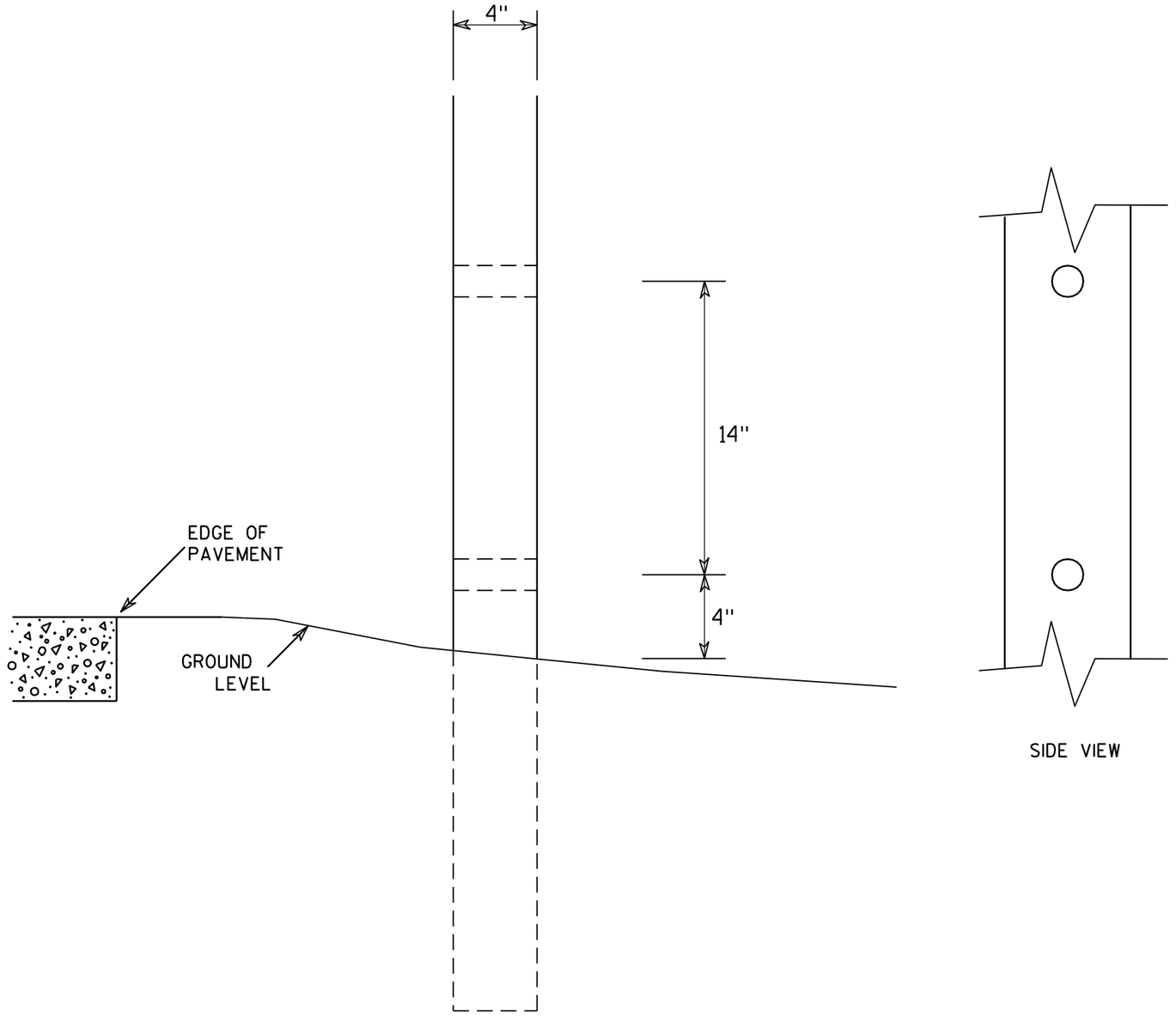
DATE 3/23/10 PLATE NO. A4-8.7

7

7

PROJECT NO:

SHEET NO: 108 E



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

4 X 6 WOOD POST MODIFICATIONS

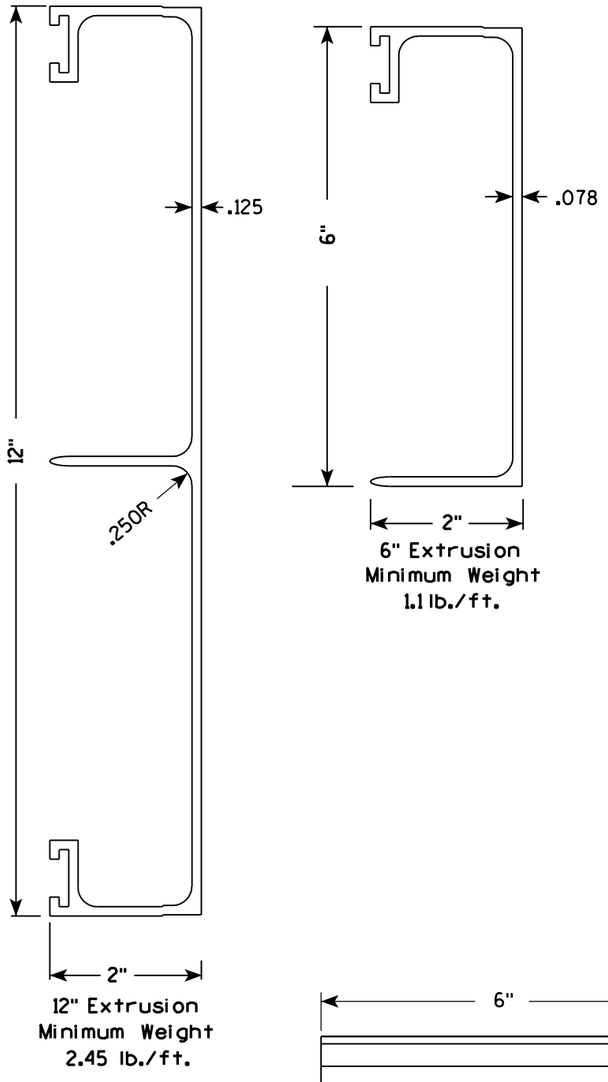
WISCONSIN DEPT OF TRANSPORTATION

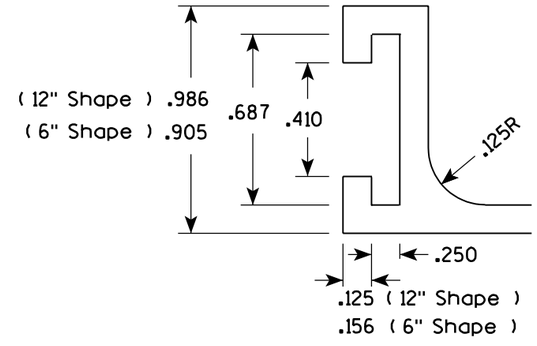
APPROVED Chester J Spang for State Traffic Engineer

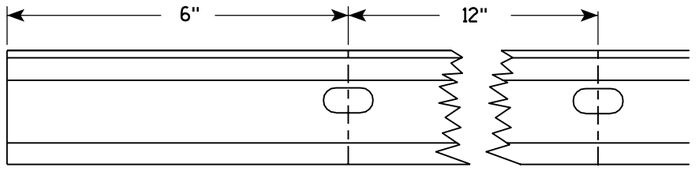
DATE 3/27/97 PLATE NO. A4-11.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 109	E

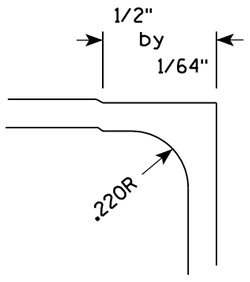
Extruded Shape







Punch 7/16" x 7/8" oval holes beginning 6" in from end of extrusion 12" CC on both edges of 6" and 12" panels.

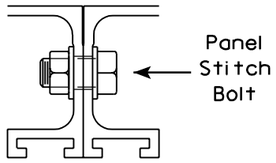


Hardware

STITCH BOLT, WASHER & NUT

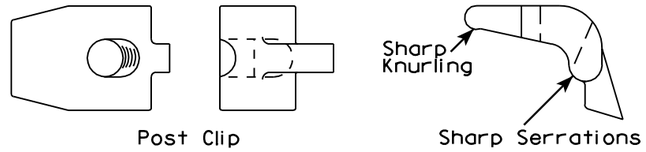
The hardware includes:

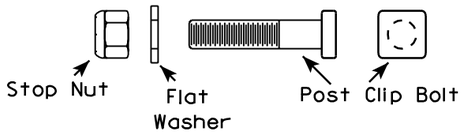
3/8 " - 16 X 3/4 " Economy Bolt 2024-T4 alloy
3/8 " - Stainless steel stop nut
3/8" X .064 Flat Washers, Alclad 2024-T4 alloy



POST CLIP, POST CLIP BOLT, WASHER & NUT

Post Clip shall be Alum. Alloy 356-T6
Post Clip Bolt shall be Stainless Steel.
Flat washer shall be 3/8" X .091, Stainless Steel.
Stop nut shall be stainless steel.





NOTES

1. The contractor may select any brand of extrusion that conforms to the illustrations or meets with the approval of the engineer, but all extrusions used on this contract shall be of the same brand.
2. Panel Stitch Bolts shall be used to assemble adjacent panels. Maximum stitch bolt spacing shall be 24" C-C, and a minimum of 4 bolts shall be used to connect any two extrusions.
3. Post Clips shall be used to attach the sign panel to the sign support.

ALUMINUM EXTRUSIONS FOR TYPE I SIGNS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang
for State Traffic Engineer

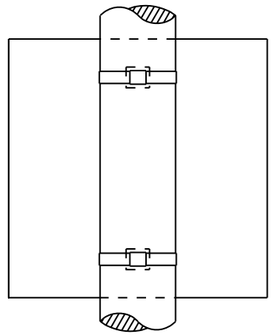
DATE 11/18/99 PLATE NO. A5-2.9

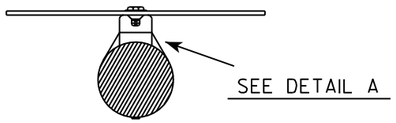
PROJECT NO:

SHEET NO: 110 E

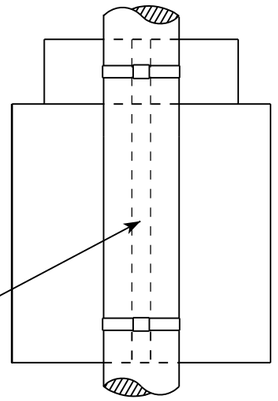
BANDING

SINGLE SIGN

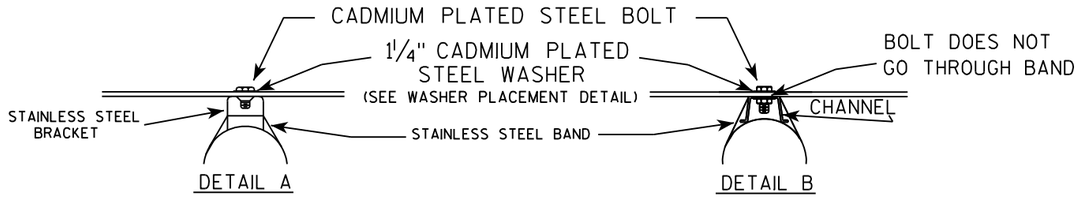




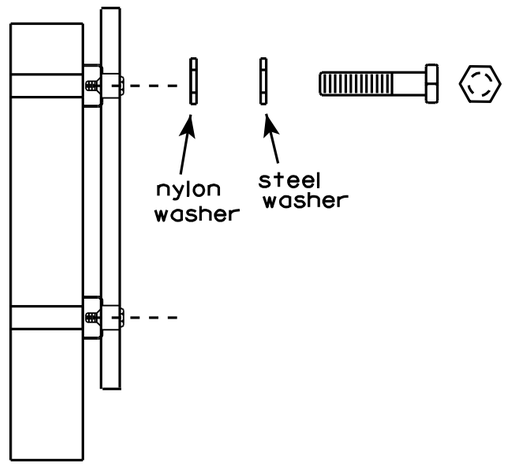
"J" ASSEMBLY



CHANNEL
SEE TYPICAL PANEL INSTALLATION SHEET



WASHER PLACEMENT



WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be 3/4" in width and 0.025" thickness.

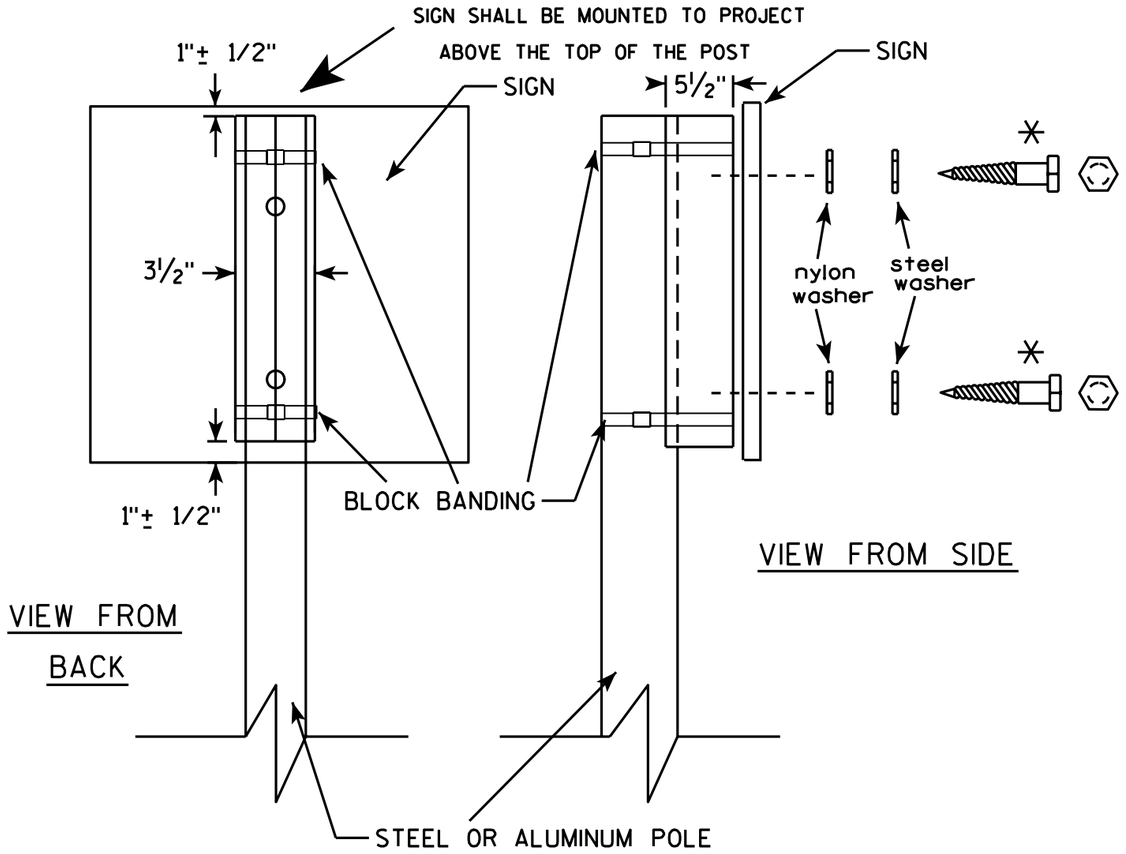
STANDARD SIGN
SIGN BANDING DETAILS

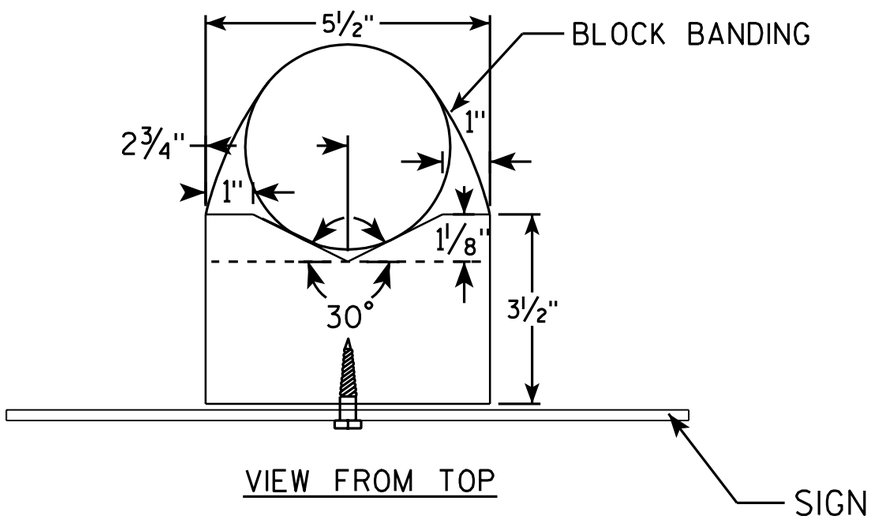
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/16/13 PLATE NO. A5-9.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 111	E





GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D, or
   b. Cadmium plated in accordance with ASTM Designation : B 766 TYPE 3, Class 12, or
   c. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

BLOCK BANDING DETAIL (V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

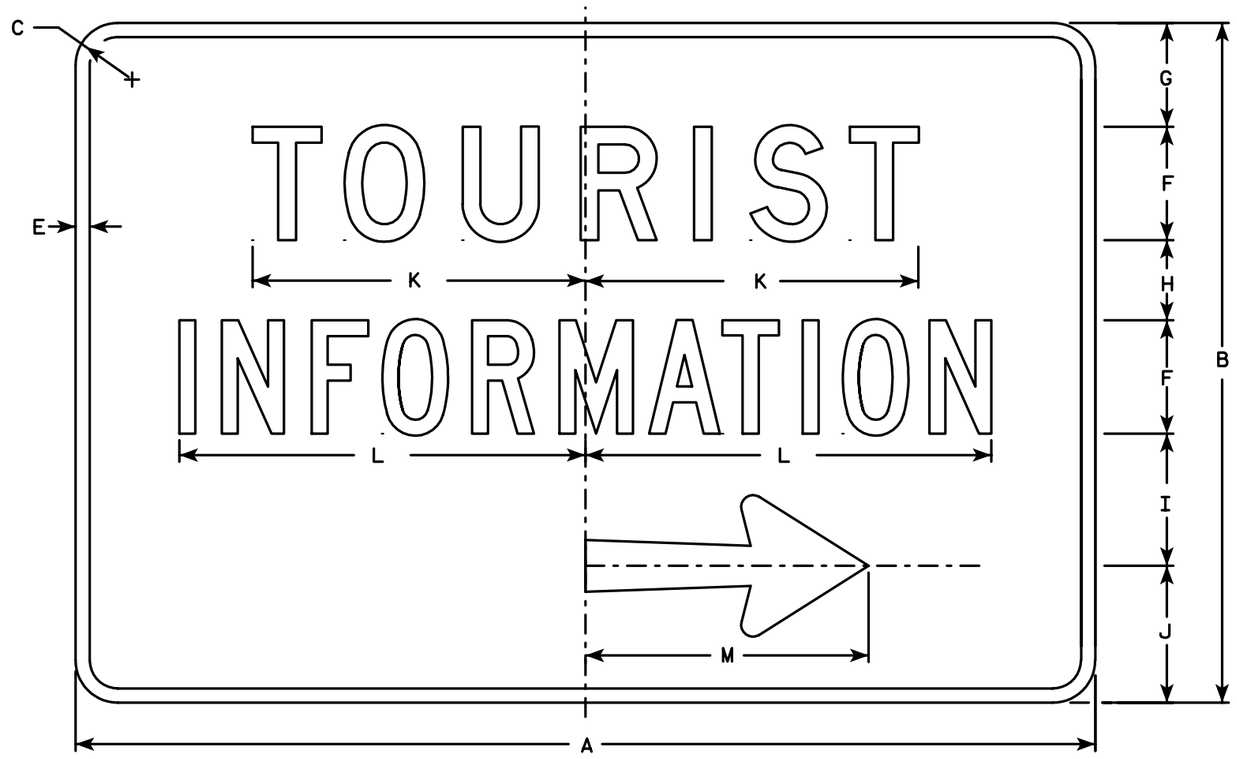
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/12/07 PLATE NO. A5-10.1

PROJECT NO:

SHEET NO: 112 E

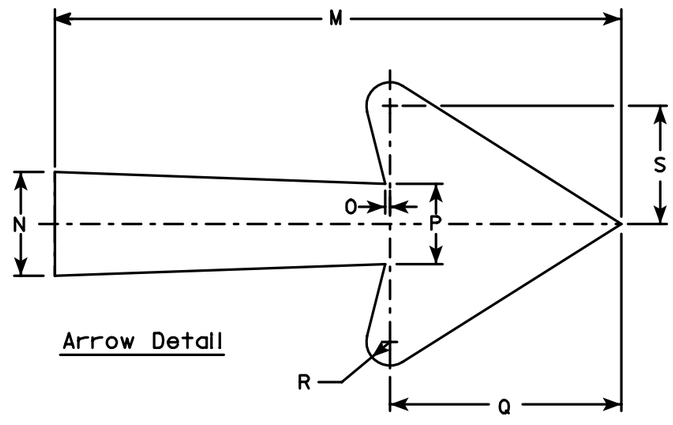
FILE NAME : C:\Users\Projects\tr_stdplate\A510.dgn PLOT DATE : 06-AUG-2007 13:37 PLOT BY : ditjph
WISDOT/CADDS SHEET 42



D7-59R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Blue
   Message - White - Type H Reflective
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 are series D
   Line 2 is series C
6. D7-59L is same as D7-59R except the arrow is reversed.



Arrow Detail

Metric equivalent for this sign is:

SIZE	
1	
2	1350 mm X 900 mm
3	
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	54	36	2 1/4		3/4	6	5 1/2	4 1/4	7	7 1/4	17 5/8	21 1/2	15	2 3/4	1/8	2 1/8	6 1/8	5/8	3 1/8								13.5	1.22
3																												
4																												
5																												

STANDARD SIGN
D7-59

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spear for State Traffic Engineer

DATE 1/11/02 PLATE NO. D7-59.6

STATE PROJECT NUMBER:

SHEET NO: 113 E

58,59,60,61,62,63

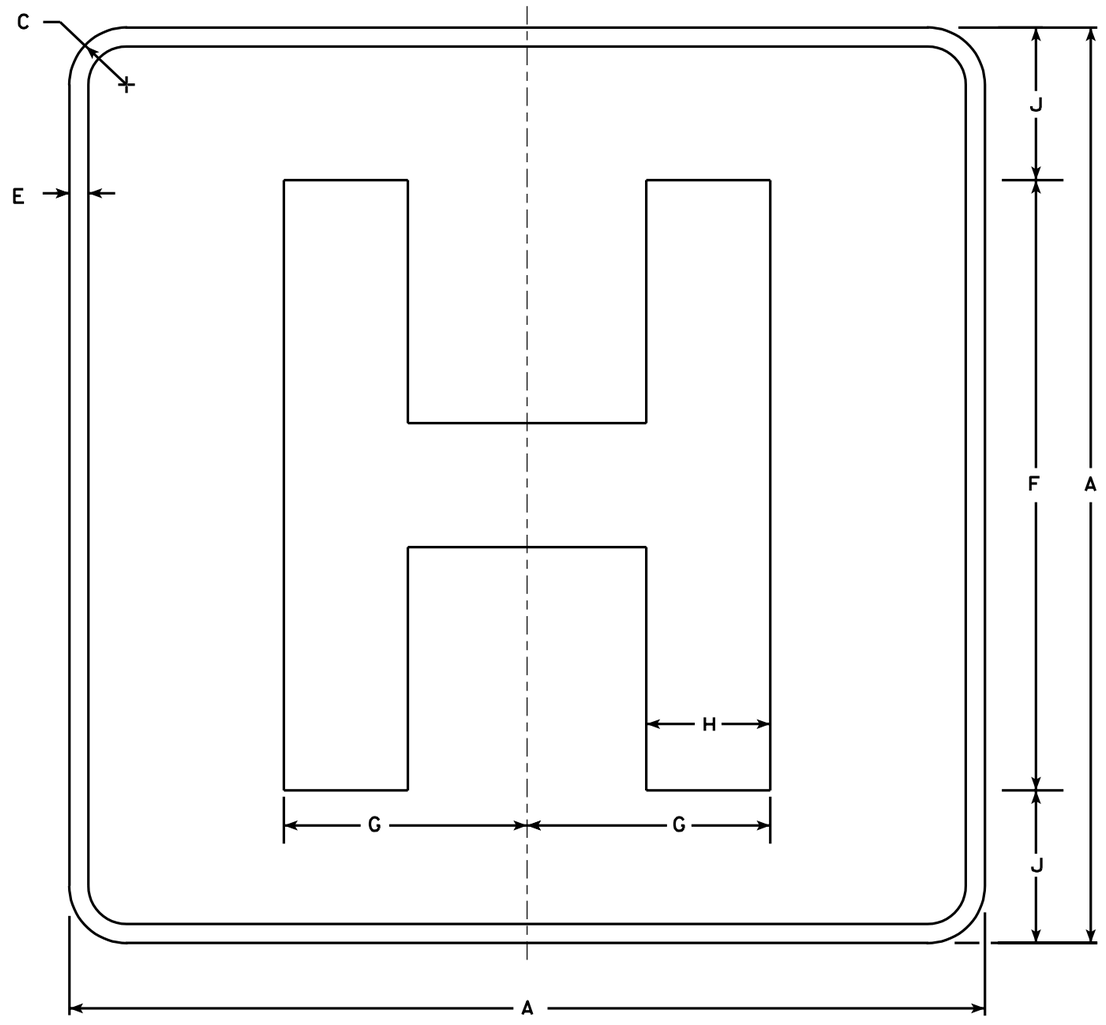
LEVELS ON - 2.3. 5.6. 10.

FILE NAME : C:\Users\Projects\tr_stdplate\D759.DGN PLOT DATE : 22-JAN-2002 08:12 ORG DATE : 5/21/97 Originator : Don Kluever

WISDOT/CADDS SHEET 42

7

7



D9-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Blue
   Message - White - Type H Reflective
3. Message Series - E Modified
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

Metric equivalent for this sign is:

SIZE	
1	450 mmX 450 mm
2	600 mmX 600 mm
3	900 mmX 900 mm
4	X
5	X

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18		1 1/8		1/2	12	4 3/4	2 3/8		3																	4.0
2	24		1 1/2		1/2	16	6 3/8	3 1/4		4																	4.0
3	36		2 1/4		3/4	24	9 1/2	4 7/8		6																	9.0
4																											
5																											

STANDARD SIGN
D9-2

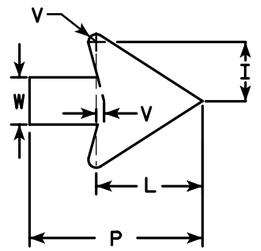
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spong
for State Traffic Engineer

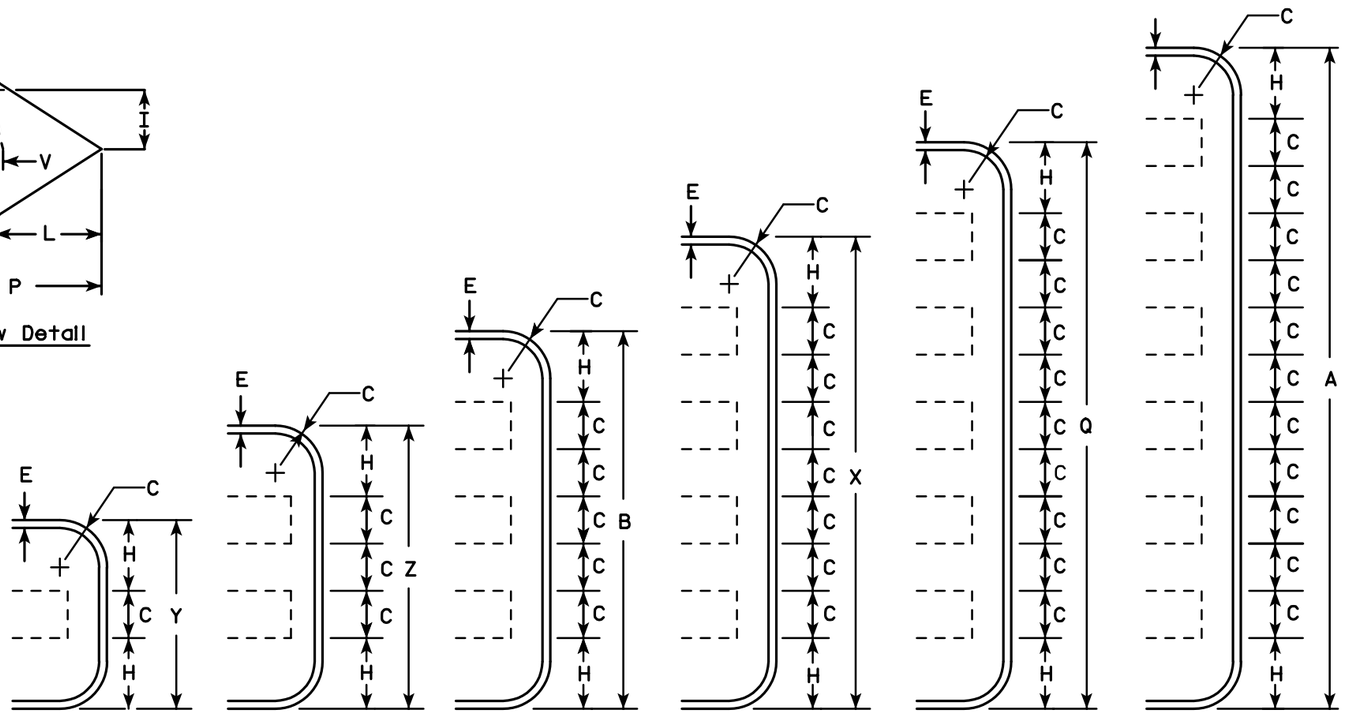
DATE 1/15/02 PLATE NO. D9-2.4

PROJECT NO:

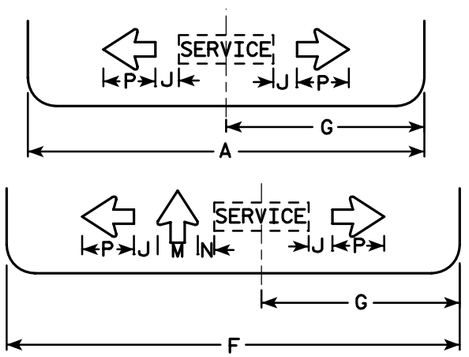
SHEET NO: 114 E



Arrow Detail



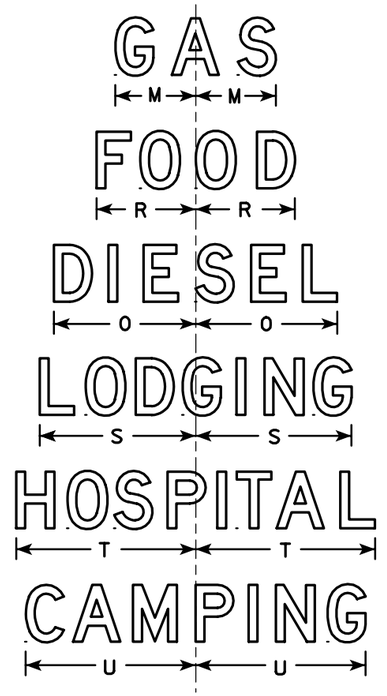
D9-51A D9-51B D9-51C D9-51D D9-51E D9-51F



Board Length & Spacings Requirements for Arrow Combinations

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Blue
   Message - White - Type H Reflective
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. A display of approved services is provided at the left. On multiline signs the order is as shown top to bottom.



Metric equivalent for this sign is:

SIZE	
1	
2	Varies
3	
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft. D9-51A A x Y	D9-51A F x Y	D9-51B A x Z	D9-51B F x Z	D9-51C A x B	D9-51C F x B	D9-51D A x X	D9-51D F x X	D9-51E A x Q	D9-51E F x Q	D9-51F A x A	D9-51F F x A
1																																					
2	42	24	3		½	48	21	4 ½	1 ⅞	2 ½		3 ⅜	4 ¼	1 ¾	7 ½	5 ½	36	5 ¼	8 ¼	9 ½	9	¼	1 ½	30	12	18	3.5	4.0	5.25	6.0	7.0	8.0	8.75	10.0	10.5	12.0	12.25	14.0
3																											Area sq. m.											
4																											.33	.37	.49	.56	.65	.74	.81	.93	.98	1.11	1.14	1.30
5																																					

STANDARD SIGN
D9-51A THRU D9-51F

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

DATE 1/15/02 PLATE NO. D9-51.6

STATE PROJECT NUMBER:

SHEET NO: 115 E

58,59,60,61,62,63

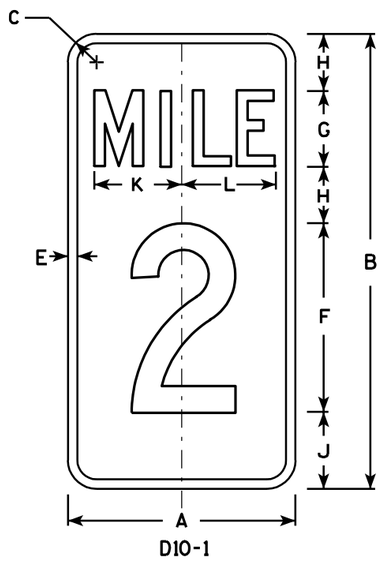
LEVELS ON - 2.3. 5.6. 10.

7

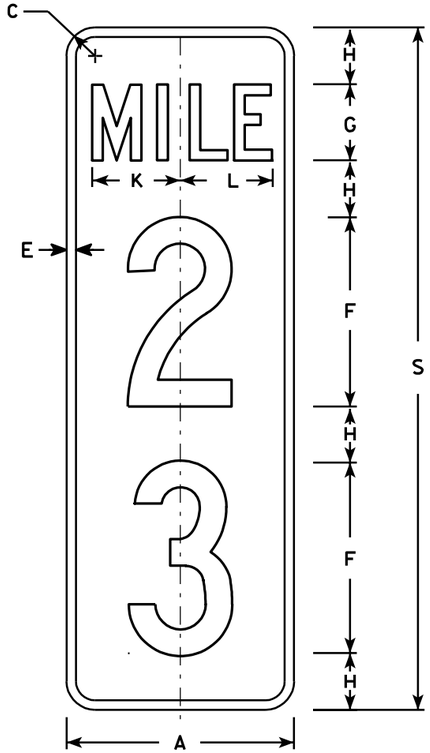
7

FILE NAME : C:\Users\Projects\tr_stdplate\D951.DGN PLOT DATE : 22-JAN-2002 13:42 ORG DATE : 9/13/95 Originator : Don Kluever

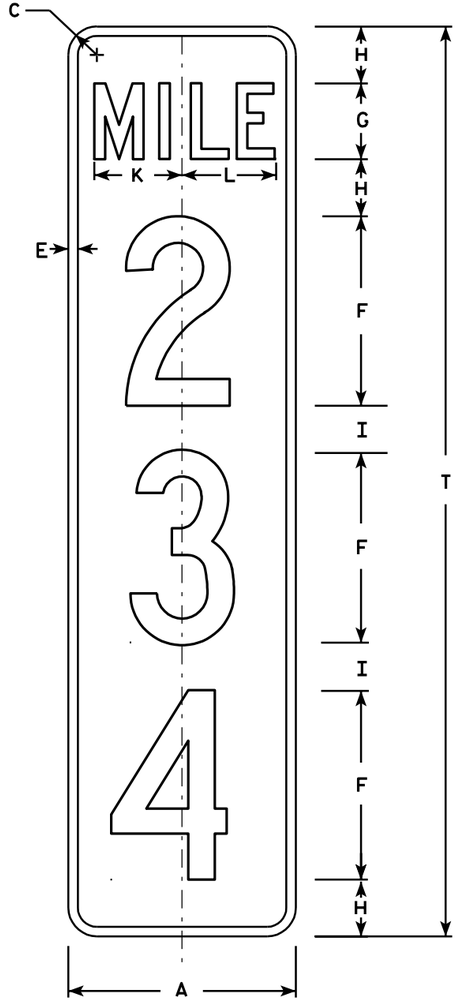
WISDOT/CADDS SHEET 42



D10-1



D10-2



D10-3

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message - White - Type H Reflective
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Optically adjust numerals about the centerline of the sign to achieve proper balance.

Metric equivalent for this sign is:

PHY. SIZE	
12 X 24	300 mm X 600 mm
12 X 36	300 mm X 900 mm
12 X 48	300 mm X 1200 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z
1																										
2																										
3																										
4	12	24	1 ½		½	10	4	3	2 ½	4	4 ⅝	4 ⅞							36	48						
5	12	24	1 ½		½	10	4	3	2 ½	4	4 ⅝	4 ⅞							36	48						

D10-1	D10-2	D10-3
Area sq. ft.	Area sq. ft.	Area sq. ft.
2.0	3.0	4.0
Area m2	Area m2	Area m2
.19	.28	.38

STANDARD SIGN
D10-1 , D10-2 & D10-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for Director, Office of Traffic

DATE 1/16/02 PLATE NO. D10-3.2

PROJECT NO:

SHEET NO: 116 E

D12-4

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Blue
   Message - White - Type H Reflective
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

Metric equivalent for this sign is:

SIZE	
1	
2	900 mm X 600 mm
3	1800 mm X 1200 mm
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	36	24	1 1/4		5/8	2 1/2	3	3 1/4	2 1/8	1 1/4	1 1/2	1 7/8	10 3/8	10 1/4	4 5/8	4 3/4	12 1/2	12 7/8	15 3/8	5 7/8	4	5 5/8	6 3/4				6	.56
3	72	48	2 1/4		1	5	6	6 3/8	4 1/4	2 1/2	3	3 7/8	20 3/4	20 3/8	9 1/4	9 5/8	25	25 3/4	30 7/8	11 3/4	8	11 1/4	13 5/8				24	2.23
4																												
5																												

STANDARD SIGN
D12-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for Director, Office of Traffic

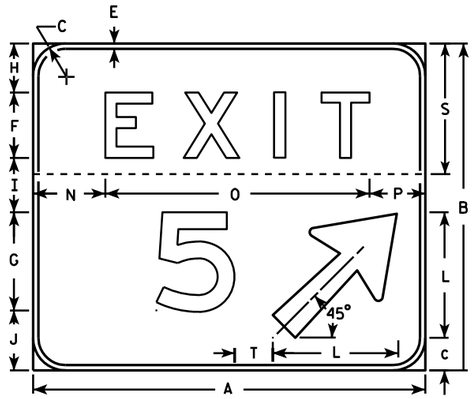
DATE 1/17/02 PLATE NO. D12-4.2

PROJECT NO:

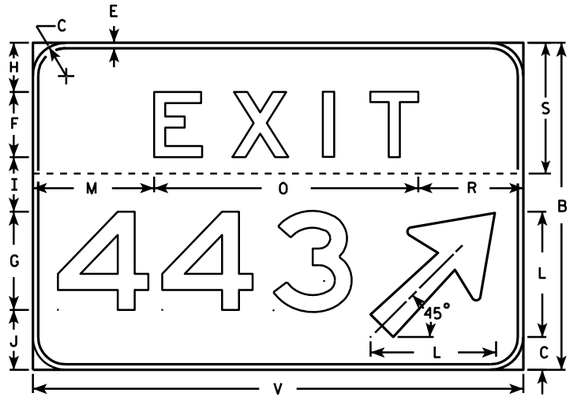
SHEET NO: 117 E

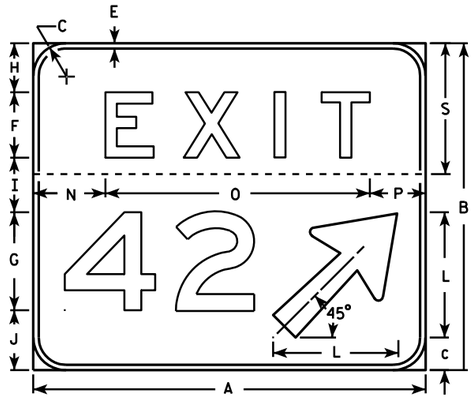
FILE NAME : C:\Users\Projects\tr_stdplate\D124.DGN PLOT DATE : 28-SEP-2005 14:21 PLOT BY : DOTDZK

WISDOT/CADDS SHEET 42



NOTE: T diminision shall be measured from the back of the number to the front of the arrow





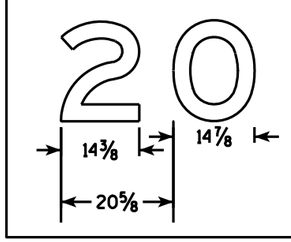
NOTES

1. Sign is Type II - Type H reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message - White (Type H reflective)
3. Message Series - E
4. Corners may be square or rounded but the border shall be rounded as shown.
5. Base material for this sign shall be plywood and shall be split into two seperate pieces as shown on each detail by the dashed line (----------).
6. Arrow is Type "A" from sign plate A1-1.
7. Substitute appropriate message, space per the table and adjust placement on sign to achieve proper balance.
8. As per the Standard Spec's, these signs shall not have a vertical joint.

SPACING CHART FOR 18" NUMERALS

NUMBERS	WIDTH	0	1	2	3	4	5	6	7	8	9	A	B	C
0	14 7/8	21 5/8	21 5/8	21 1/4	20 3/8	21 1/4	21 1/4	21 5/8	19 7/8	22 1/8	21 5/8			
1	5 7/8	14	14	14	13 1/8	12 1/8	14	14	12 1/4	14	14			
2	14 3/8	20 5/8	21 1/8	20 5/8	19 3/4	20 1/4	20 5/8	20 5/8	18 7/8	21 1/8	20 5/8			
3	14 3/8	20 3/4	21 1/8	20 3/4	20 1/4	19 3/4	20 3/4	20 3/4	19 3/8	21 1/8	20 3/4			
4	16 5/8	22 7/8	22	22 1/2	21 5/8	21 5/8	22 7/8	22 7/8	20 5/8	23 3/8	22 7/8			
5	14 1/4	20 5/8	20 5/8	20 1/8	18 3/4	18 3/4	20 5/8	20 5/8	18 3/8	20 5/8	20 5/8			
6	14 1/2	21 1/4	20 3/4	20 3/4	19 7/8	19 1/2	20 3/8	20 3/4	19	20 3/4	20 3/8			
7	14 3/8	19 3/4	19 3/4	20 1/4	19 3/4	17	19 3/4	20 5/8	18 7/8	20 5/8	19 3/4			
8	14 1/4	21 1/2	21 1/2	20 5/8	19 1/4	19 3/4	20 5/8	21 1/2	19 5/8	21 1/2	20 5/8			
9	14 1/2	21 1/4	21 1/4	20 7/8	20	20 7/8	20 7/8	21 1/4	19 1/2	21 3/4	21 1/4			
A	18	19 3/4	19 3/4	20 1/4	19 3/4	17	19 3/4	20 5/8	18 7/8	20 5/8	19 3/4	21 5/8	23 7/8	23
B	14 1/4	21 1/2	21 1/2	20 5/8	19 1/4	19 3/4	20 5/8	21 1/2	19 5/8	21 1/2	20 5/8	19 1/2	22 3/8	21 1/2
C	14 1/4	21 1/4	21 1/4	20 7/8	20	20 7/8	20 7/8	21 1/4	19 1/2	21 3/4	21 1/4	18 3/8	21	19 3/4

EXAMPLE FOR USING SPACING CHART



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z
2																										
3																										
4																										
5	72	60	6		1	12	18	9	10	11	8 7/8	23	22 1/4	13 1/4	48 1/2	10 1/4		19 1/4	24	7		90		96	7 1/2	

1-2 Digit Bid Area	3 Digit Bid Area
Sq. Ft.	
30	37.5

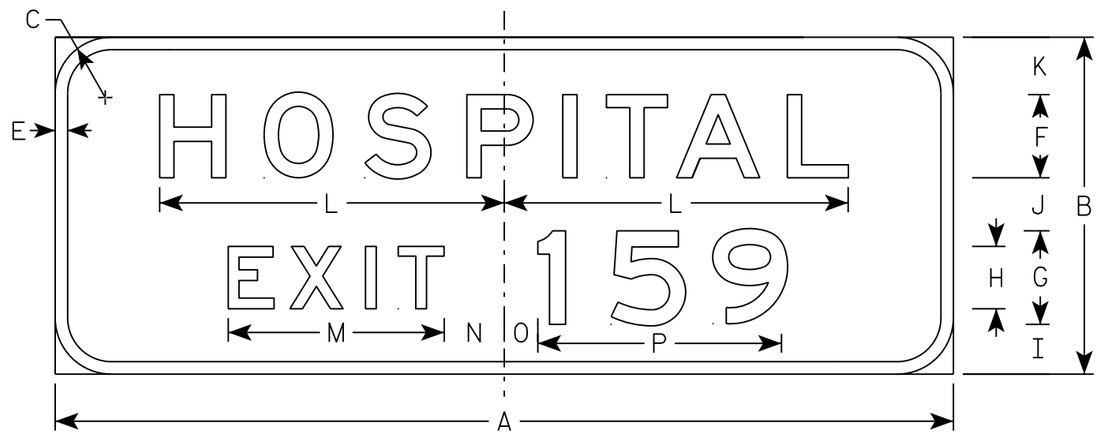
STANDARD SIGN
E5-1A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/11/10 PLATE NO. E5-1A.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 118	E



E10-61

NOTES

1. Sign is Type I - Type SH Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Blue
   Message - White
3. Message Series - E
4. Apply proper Exit Numbers and letters, optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2																											
3																											
4	144	54	9		2	13 3/8	15	10	8	8 1/2	9 1/4	55 1/4	34 5/8	9 5/8	5 3/8	39											54
5	144	54	9		2	13 3/8	15	10	8	8 1/2	9 1/4	55 1/4	34 5/8	9 5/8	5 3/8	39											54

TYPICAL SIGNS
E10-61

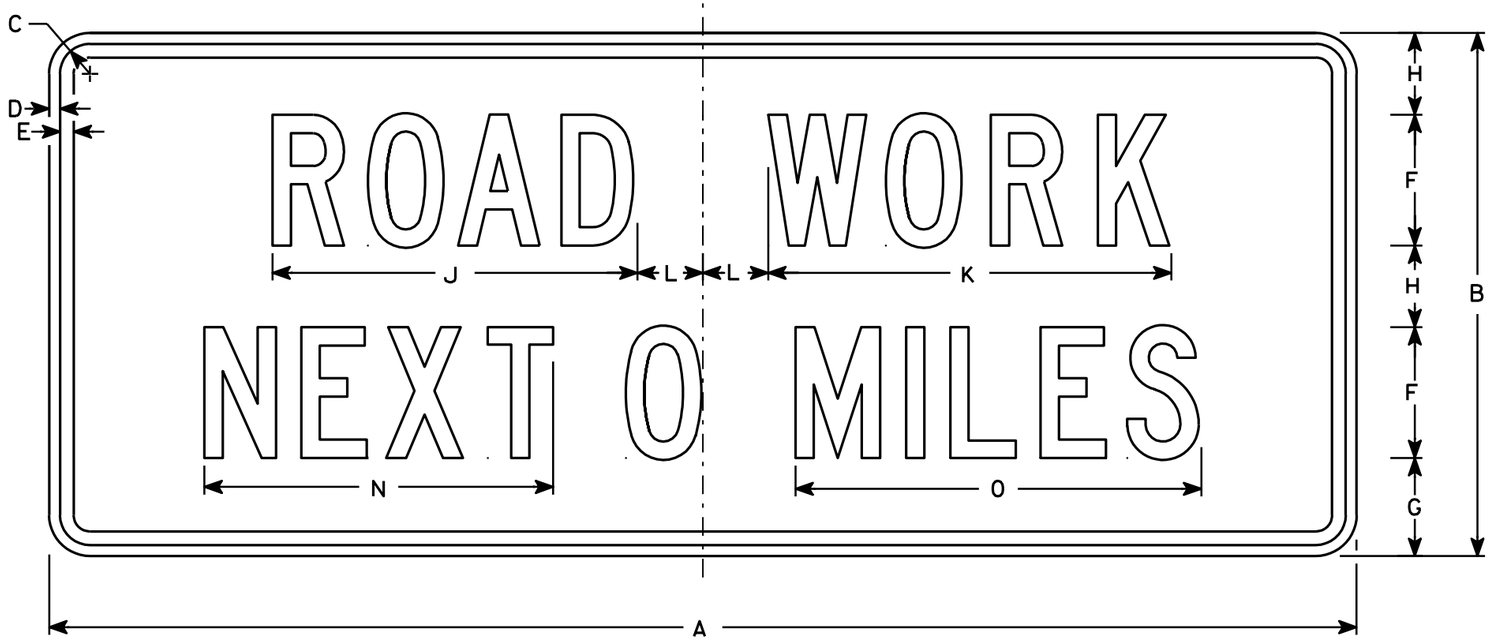
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/24/15 PLATE NO. E10-61.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\E1061.DGN PLOT DATE : 01-DEC-2015 17:49 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 24.284107:1.000000



G20-1

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically adjust spacing to achieve proper balance

Metric equivalent for this sign is:

SIZE	
1	
2	1500 mm X 600 mm
3	
4	1500 mm X 600 mm
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	60	24	1 3/8	1/2	5/8	6	4 1/2	3 3/4		16 3/4	18 1/2	3		16	18 5/8												10	.90
3																												
4	60	24	1 3/8	1/2	5/8	6	4 1/2	3 3/4		16 3/4	18 1/2	3		16	18 5/8												10	.90
5																												

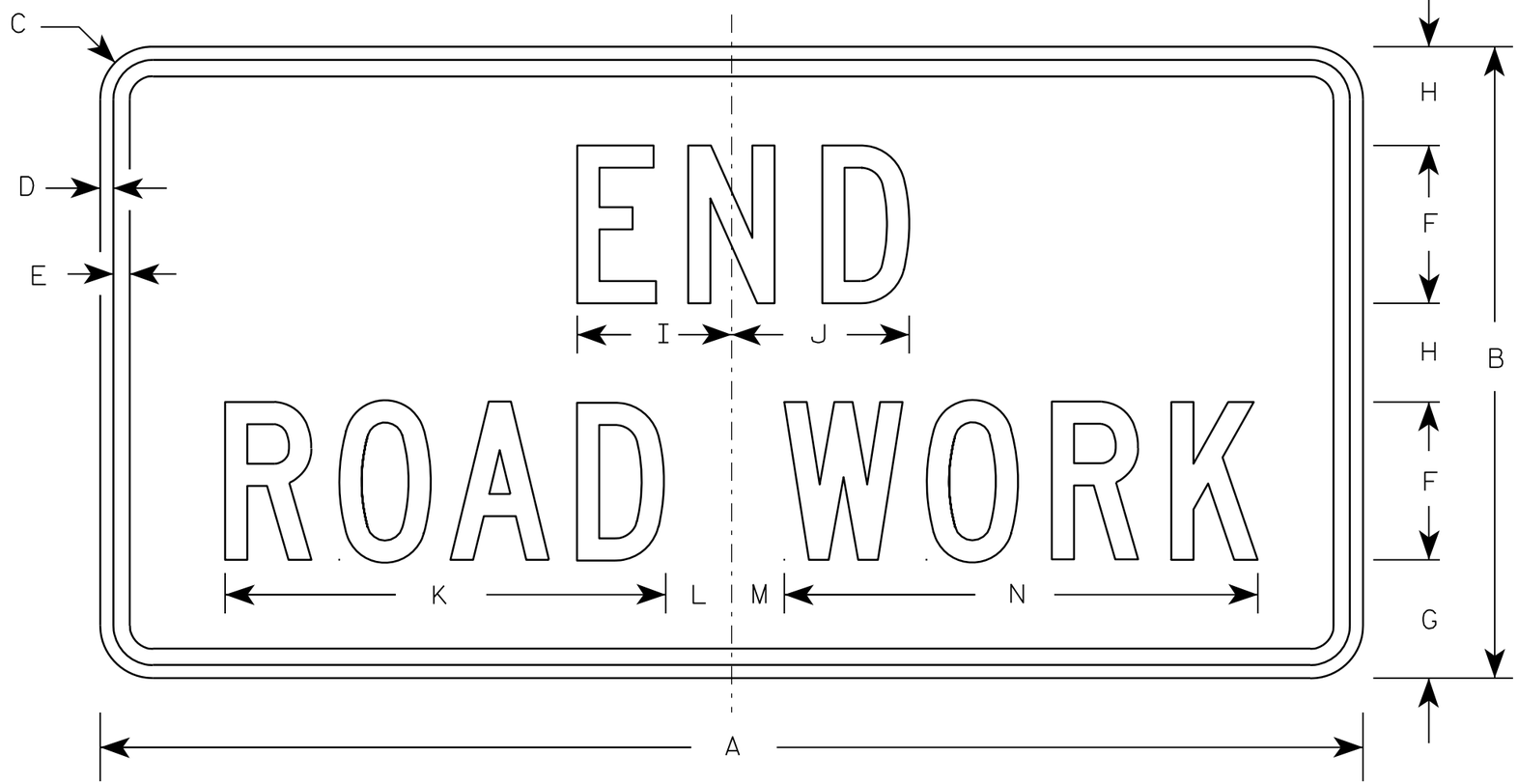
STANDARD SIGN
G20-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spray for State Traffic Engineer

DATE 4/8/97 PLATE NO. G20-1.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 120	E



G20-2A

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

Metric equivalent for this sign is:

SIZE	
1	900 mm X 450 mm
2	1200 mm X 600 mm
3	1200 mm X 600 mm
4	1200 mm X 600 mm
5	1200 mm X 600 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	36	18	1 1/8	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5	0.41
2	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
3	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
4	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
5	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72

STANDARD SIGN
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

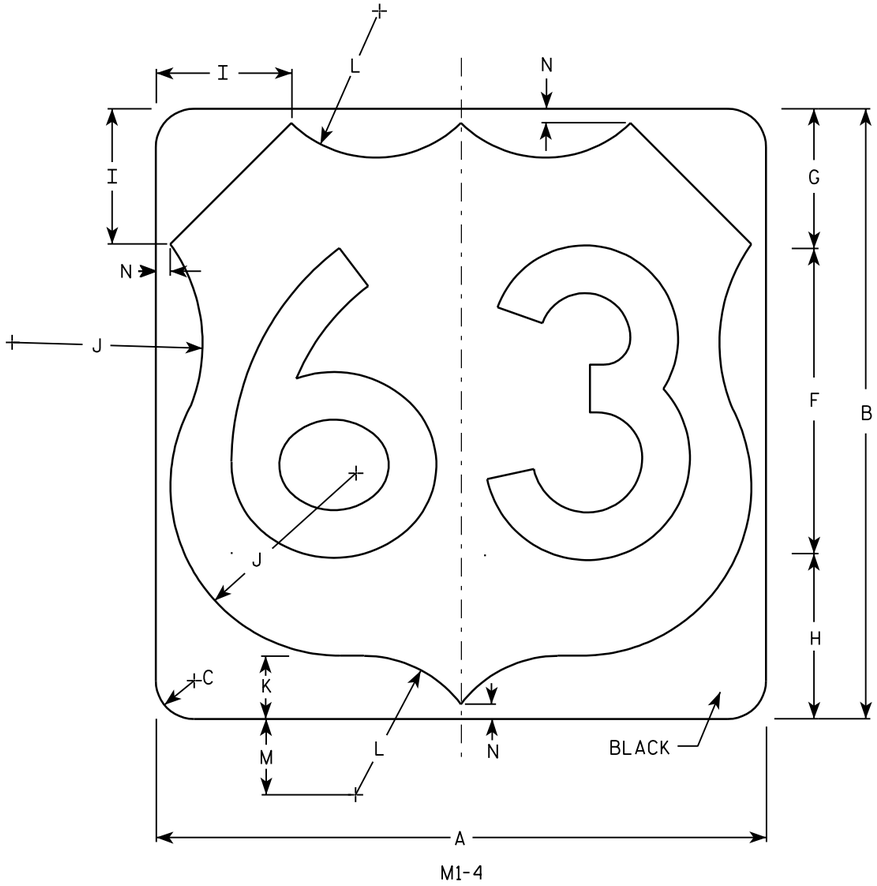
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/30/09 PLATE NO. G20-2A.8

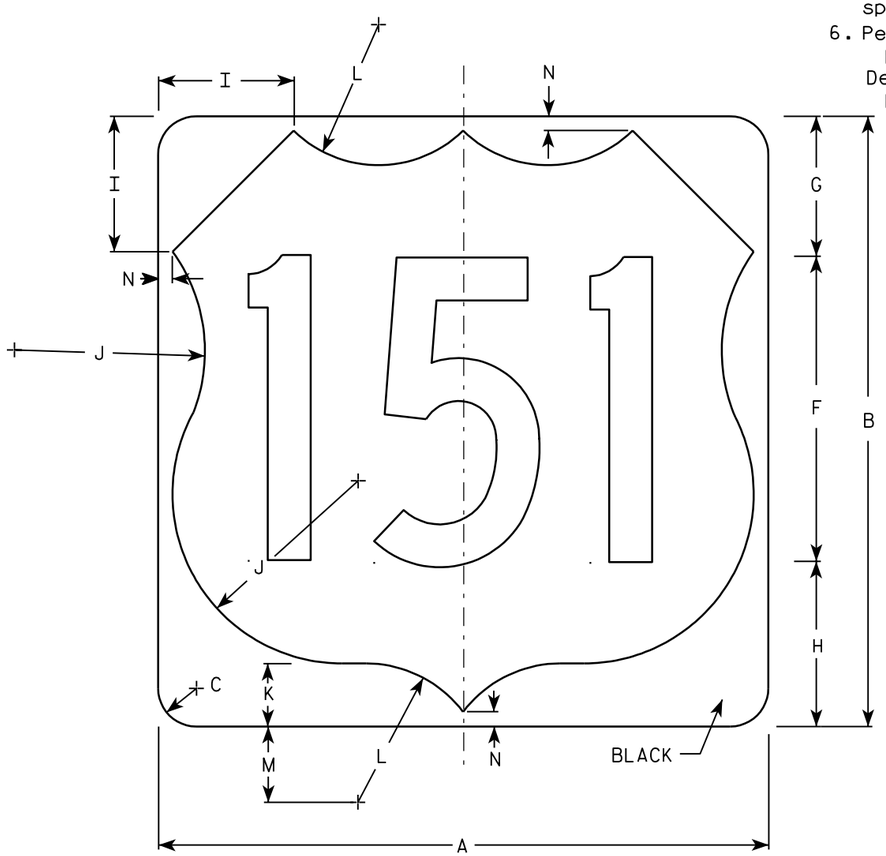
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 121	E

NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 6
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and adjust spacing as per Plate A10-1.
6. Permanent Signs
   Background - Type H Reflective
   Detour or other temporary signs
   Background - Reflective



M1-4



M1-4

7

7

Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 600 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	900 mm X 900 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Areq sq. ft.	Area m2
1																												
2	24	24	1 ½			12	5 ½	6 ½	5	7 ½	2 ½	5 ½	3	½													4.0	.36
3	36	36	2 ¼			18	8 ¼	9 ¼	7 ¼	11 ¼	3 ¾	8 ¼	4 ½	¾													9.0	.81
4	36	36	2 ¼			18	8 ¼	9 ¼	7 ¼	11 ¼	3 ¾	8 ¼	4 ½	¾													9.0	.81
5	36	36	2 ¼			18	8 ¼	9 ¼	7 ¼	11 ¼	3 ¾	8 ¼	4 ½	¾													9.0	.81

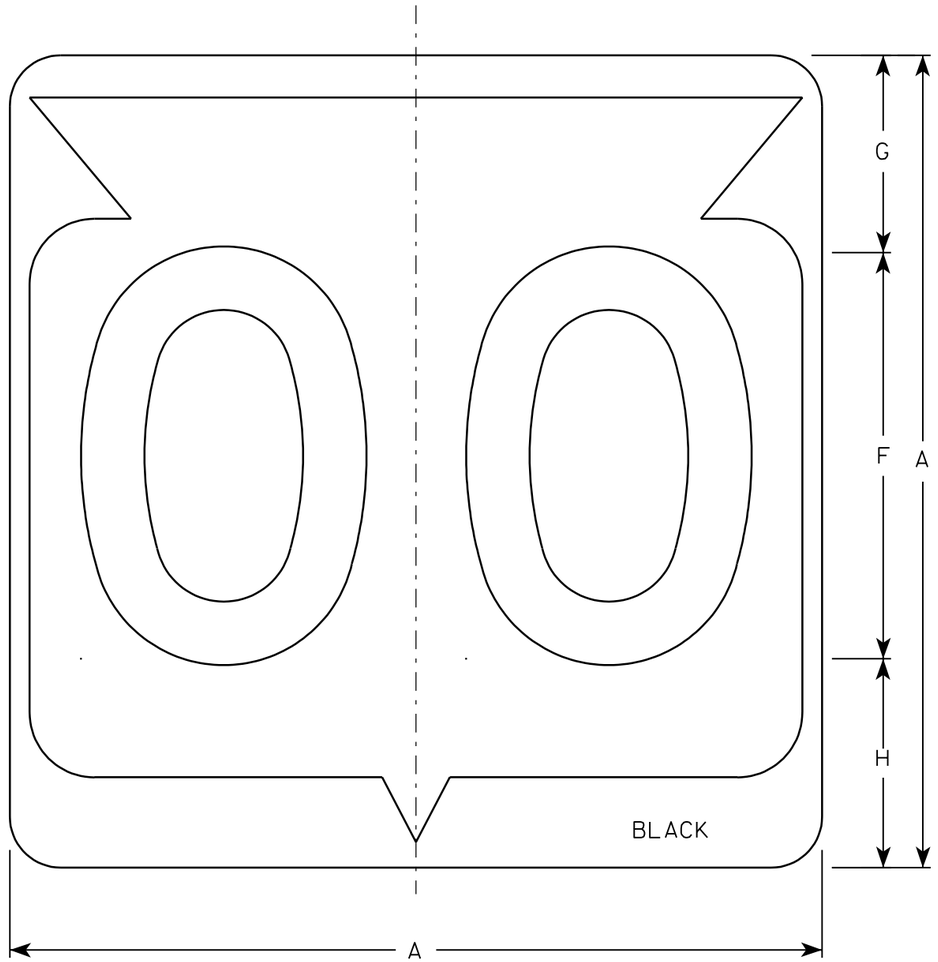
USH MARKER
M1-4 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 08/25/05 PLATE NO. M1-4.9

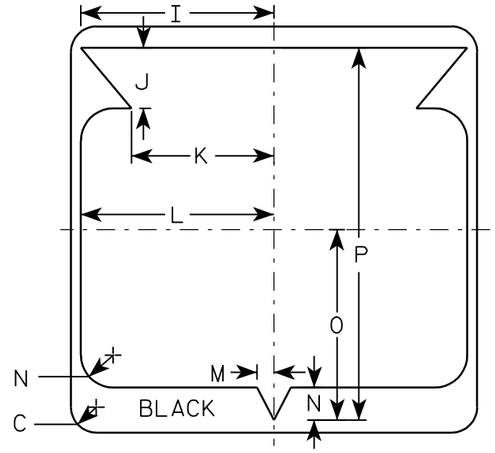
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 122	E



M1-6

NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 6
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate Series numerals and adjust spacing as per plate A10-1.
6. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective



Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 600 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	900 mm X 900 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0	.36
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81

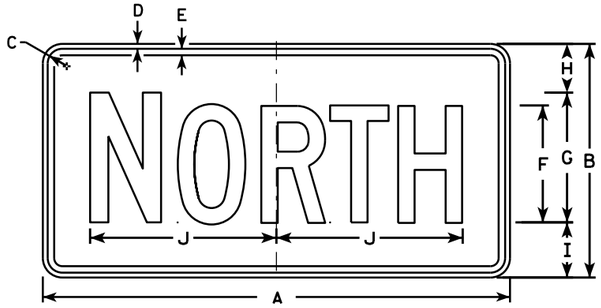
STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

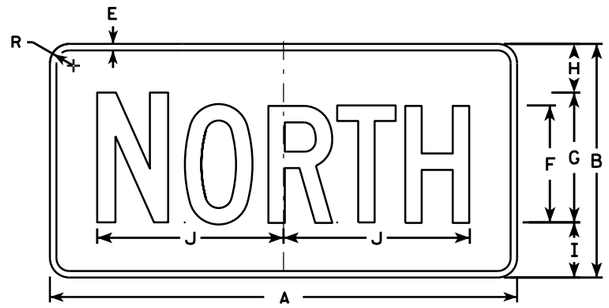
APPROVED Chester J Spang for State Traffic Engineer

DATE 3/20/02 PLATE NO. M1-6.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 123	E

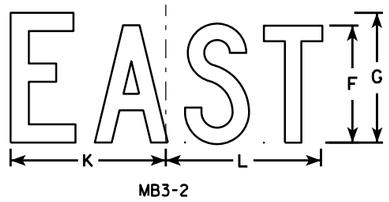


M3-1
MK3-1
MM3-1
MN3-1

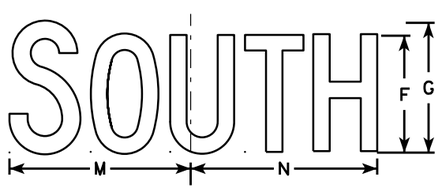


MB3-1

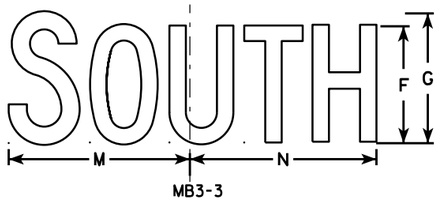
M3-2
MK3-2
MM3-2
MN3-2



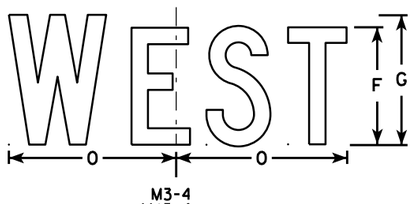
MB3-2



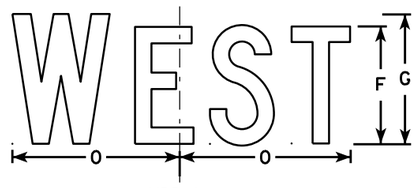
M3-3
MK3-3
MM3-3
MN3-3



MB3-3



M3-4
MK3-4
MM3-4
MN3-4



MB3-4

NOTES

1. All Signs Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
6. Note the first letter of each direction is larger than the remainder of the message.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4			1 1/2									2.00
3	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
4	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
5	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5

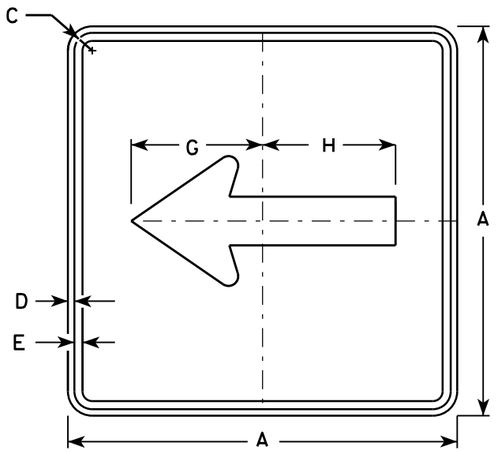
STANDARD SIGNS
M3-1 thur M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

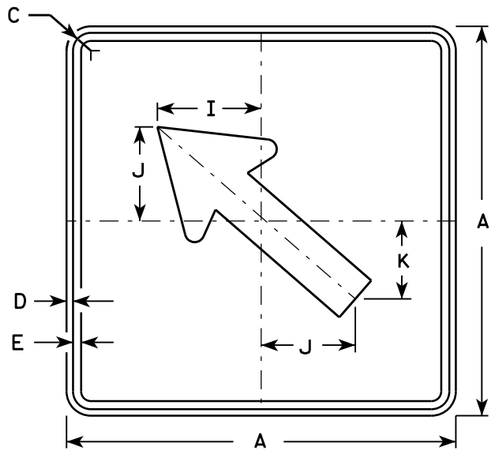
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 6/30/14 PLATE NO M3-1.13

PROJECT NO: | HWY: | COUNTY: | | SHEET NO: E



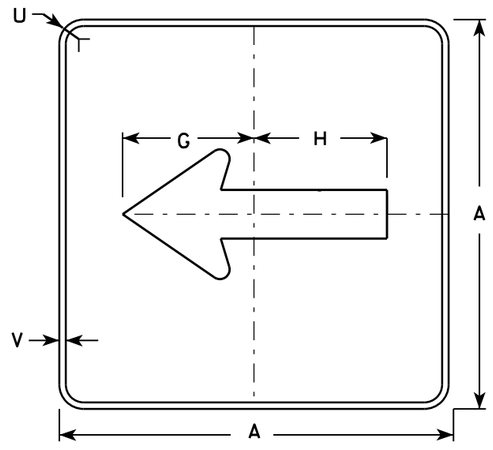
M6-1
MK6-1
MM6-1
MN6-1
MO6-1
MP6-1
MR6-1



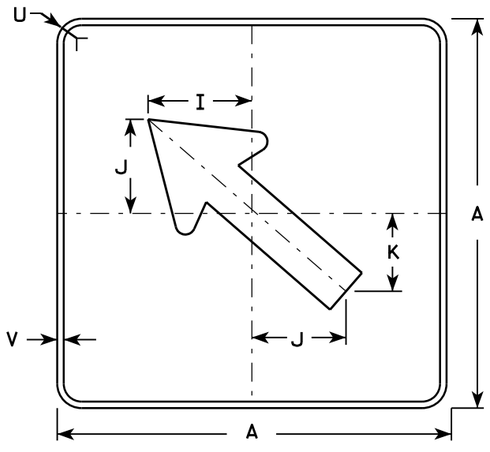
M6-2
MK6-2
MM6-2
MN6-2
MO6-2
MP6-2
MR6-2

NOTES

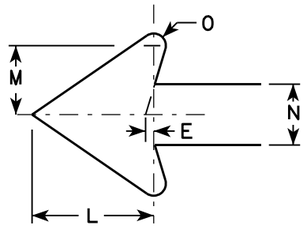
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White
   Message - Black
   MB6-1 and MB6-2 Background - Blue
   Message - White
   MG6-1 and MG6-2 Background - Green
   Message - White
   MK6-1 and MK6-2 Background - Green
   Message - White
   MM6-1 and MM6-2 Background - White
   Message - Green
   MN6-1 and MN6-2 Background - Brown
   Message - White
   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black
   MP6-1 and MP6-2 Background - White
   Message - Blue
   MR6-1 and MR6-2 Background - Brown
   Message - Yellow



MB6-1



MB6-2



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2						1 1/2	1/2						3.06
3	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
4	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
5	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25

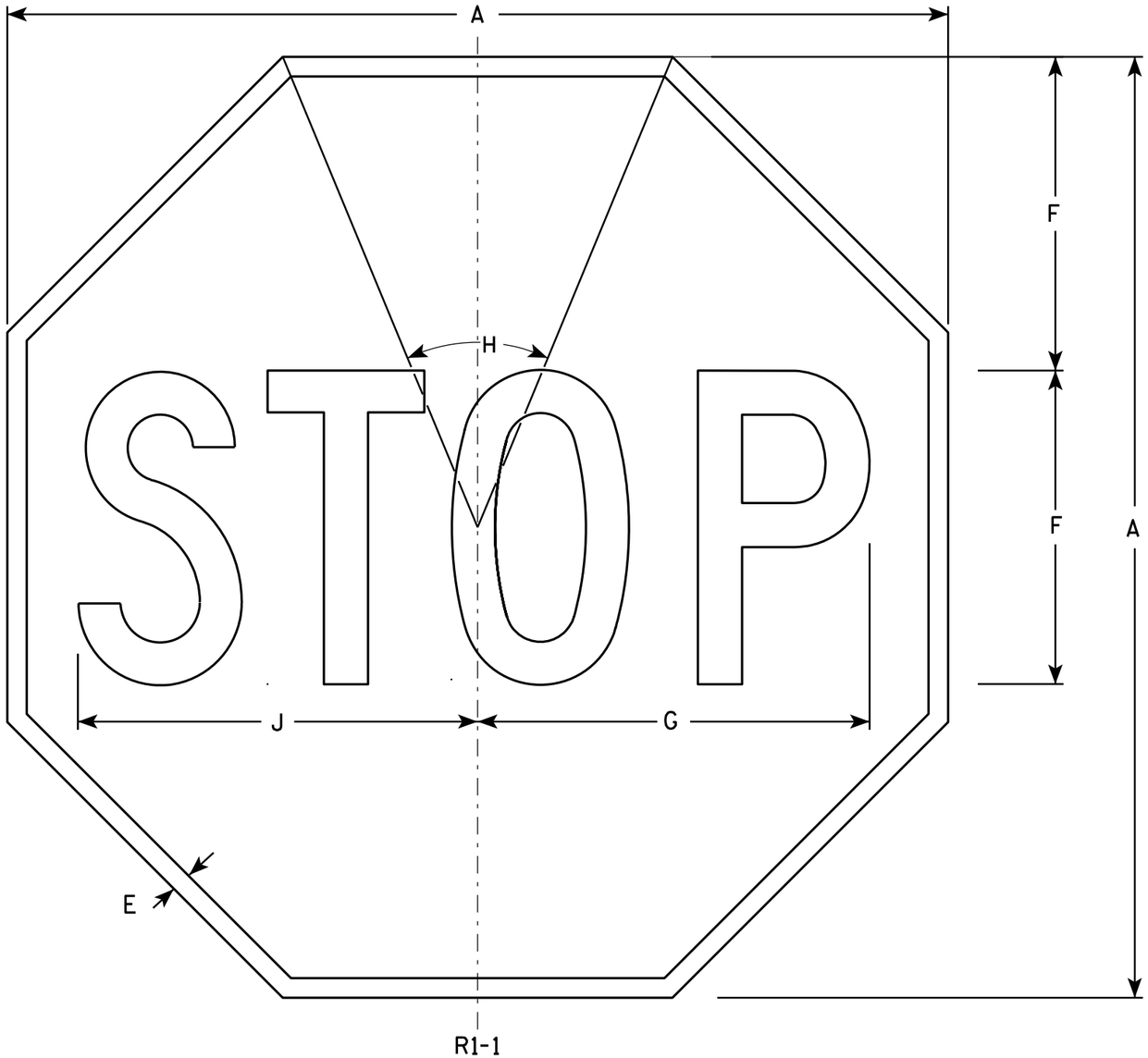
STANDARD SIGN M6-1 & M6-2 SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/03/14 PLATE M6-1.14

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24				3/8	8	10	45°		10 1/4																	3.31
2S	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2M	36				3/4	12	15	45°		15 3/8																	7.46
3	36				3/4	12	15	45°		15 3/8																	7.46
4	48				1	16	20	45°		20 1/2																	13.25
5	48				1	16	20	45°		20 1/2																	13.25
6	18				3/8	6	7 3/4	45°		7 3/4																	1.86
7	12				1/4	4	5	45°		5 1/8																	0.78

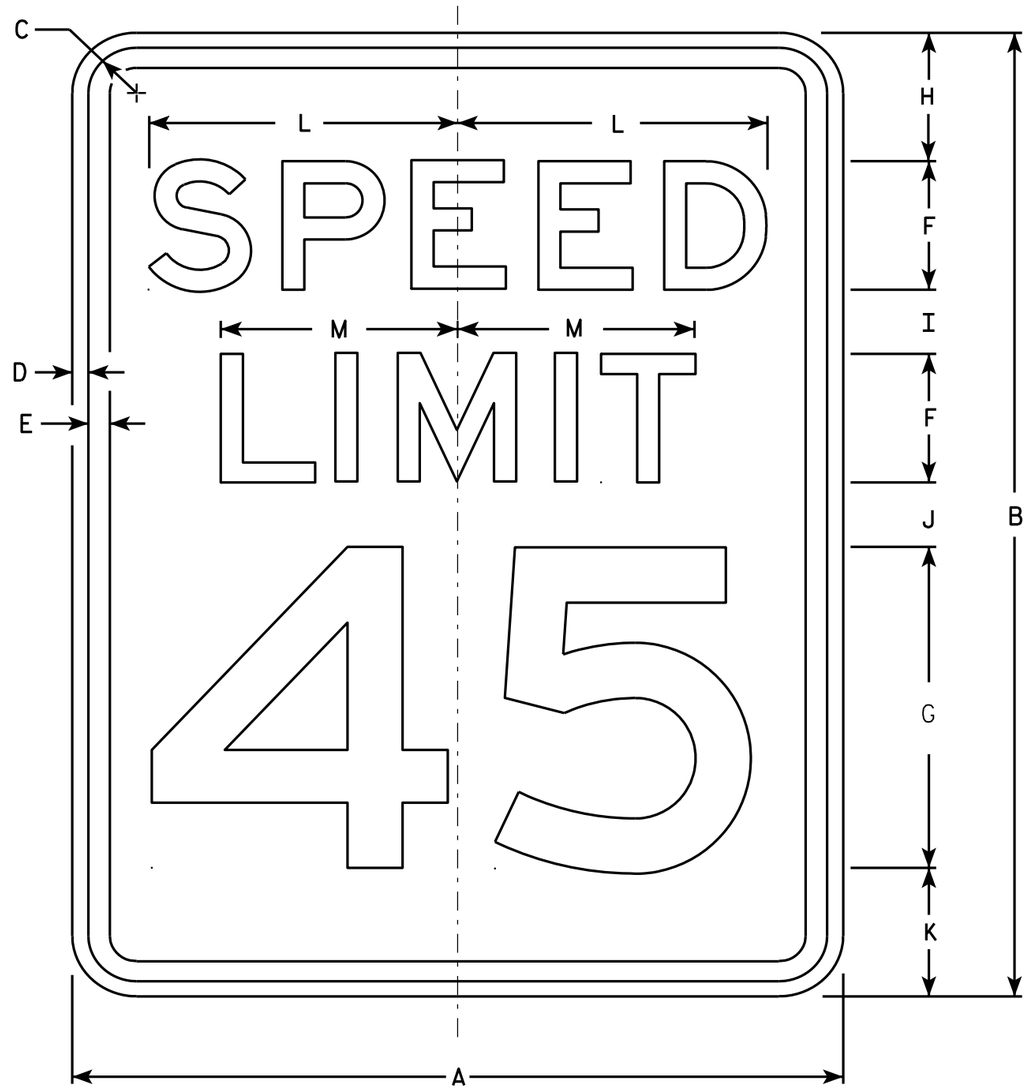
STANDARD SIGN
R1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-1.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 126	E



R2-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/8	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 3/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	2 1/4	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

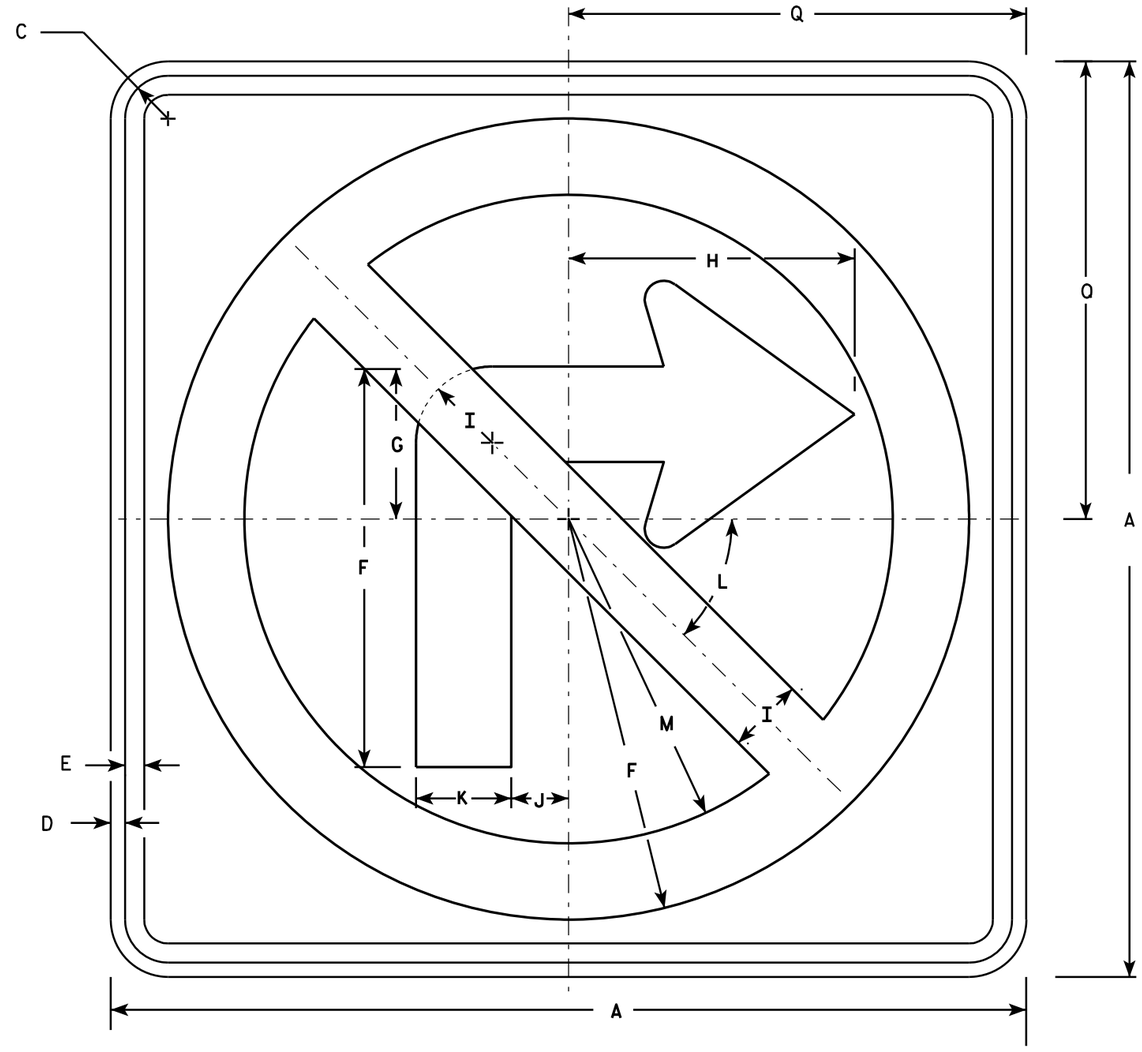
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

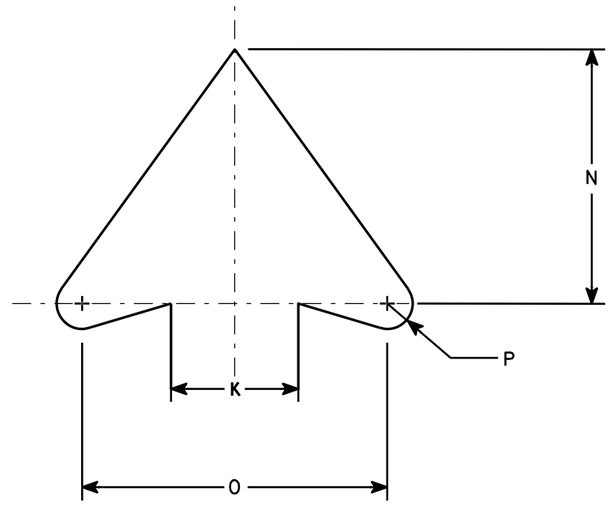
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 127 | E



R3-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45	8 1/2	5	6	1/2	12										4.0
2S	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2	12										4.0
2M	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
3	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
4	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4	18										9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1	24										16.0

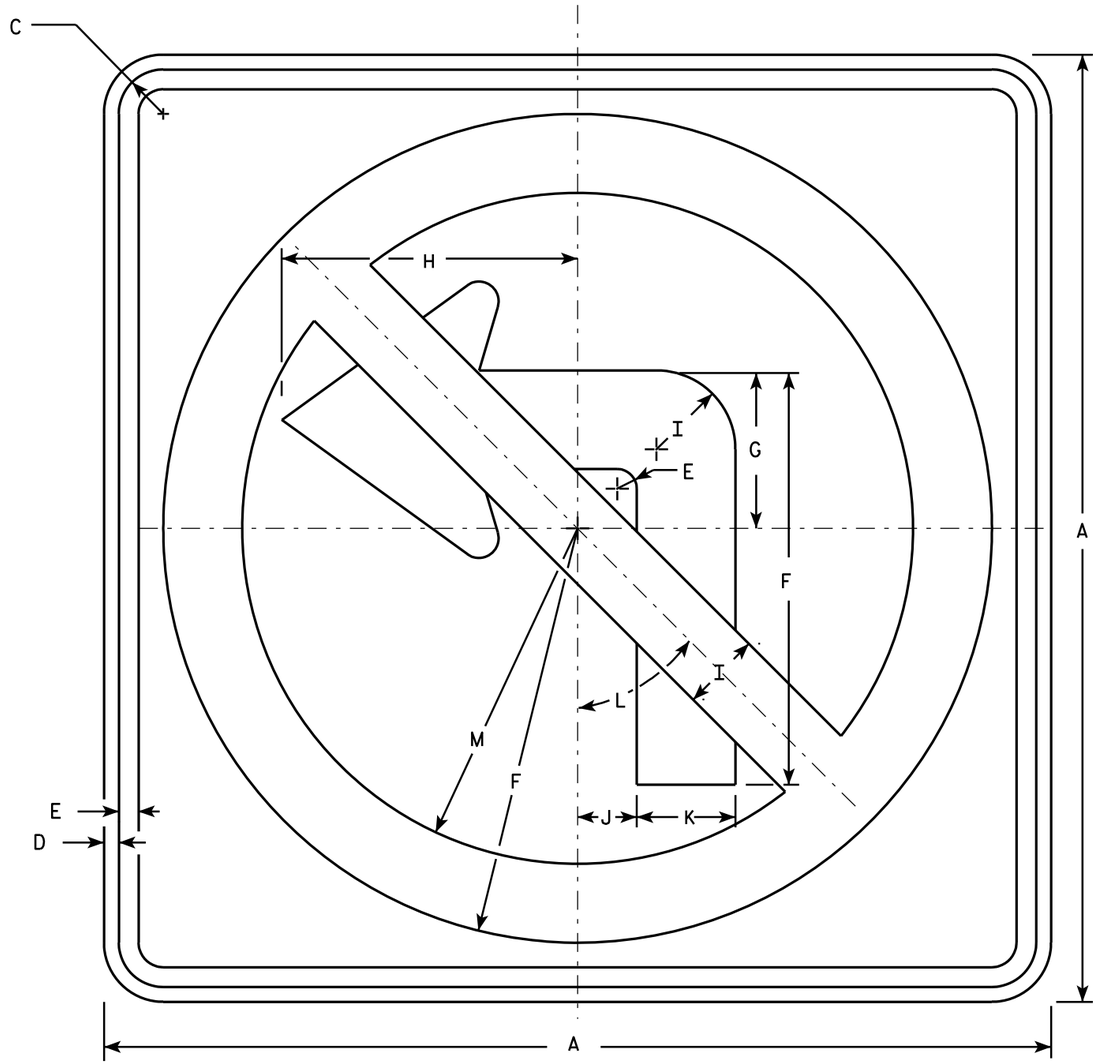
STANDARD SIGN
R3-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-1.5

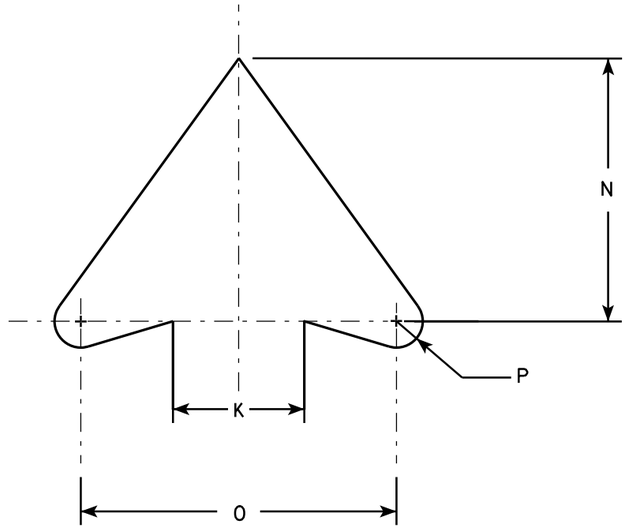
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 128	E



R3-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2S	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2M	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
3	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
4	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1											16.0

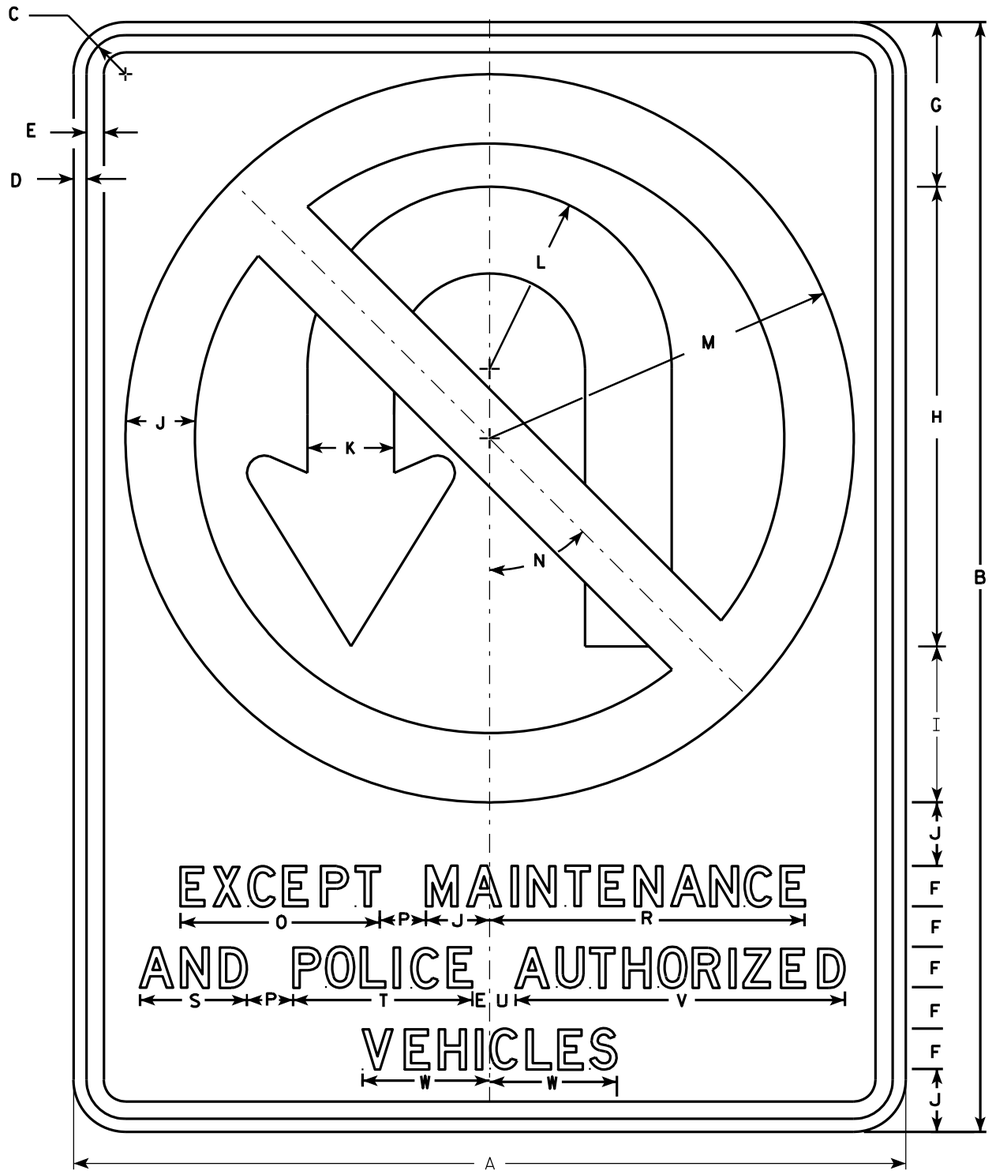
STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-2.10

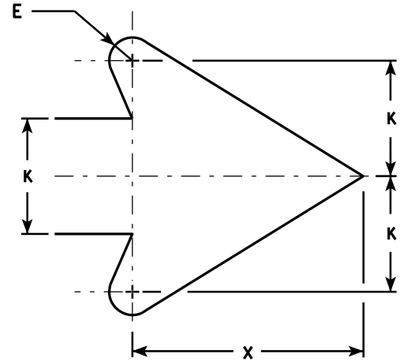
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 129	E



R3-4B

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S																											
2M																											
3																											
4	36	48	1 5/8	5/8	3/4	1 3/4	7 1/8	19 7/8	6 3/4	2 3/4	3 3/4	7 7/8	15 3/4	45°	8 5/8	2		13 5/8	4 5/8	7 3/4	1 1/8	14 1/4	5 1/2	7 5/8			12.0
5	36	48	1 5/8	5/8	3/4	1 3/4	7 1/8	19 7/8	6 3/4	2 3/4	3 3/4	7 7/8	15 3/4	45°	8 5/8	2		13 5/8	4 5/8	7 3/4	1 1/8	14 1/4	5 1/2	7 5/8			12.0

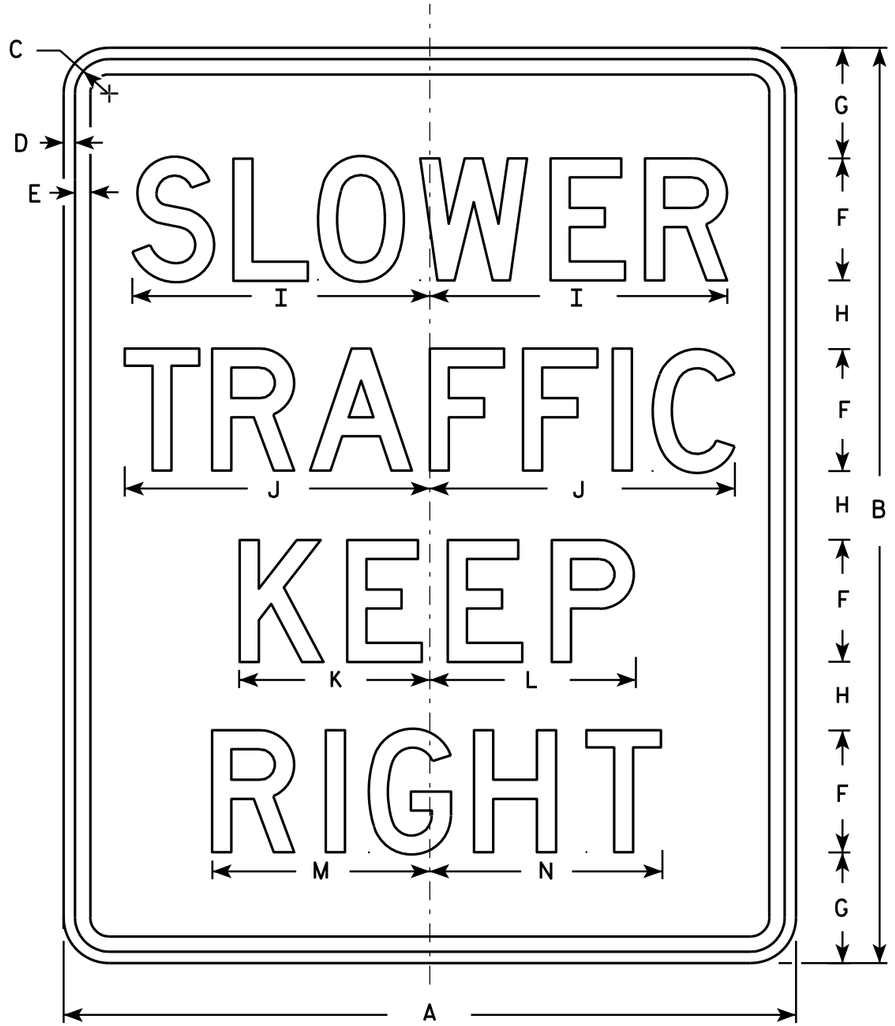
STANDARD SIGN
R3-4B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/17/2011 PLATE NO. R3-4B.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 130	E



R4-3

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	30	1 1/8	3/8	1/2	4	3 5/8	2 1/4	9 3/4	10	6 1/4	6 3/4	7 1/8	7 5/8													5.0
2M	24	30	1 1/8	3/8	1/2	4	3 5/8	2 1/4	9 3/4	10	6 1/4	6 3/4	7 1/8	7 5/8													5.0
3	36	48	1 5/8	5/8	3/4	6	6	4	14 5/8	15	9 3/8	10	10 3/4	11 3/8													12.0
4	36	48	1 5/8	5/8	3/4	6	6	4	14 5/8	15	9 3/8	10	10 3/4	11 3/8													12.0
5	48	60	2 1/4	3/4	1	8	7 1/4	4 1/2	19 1/2	20	12 1/2	13 1/2	14 1/4	15 1/4													20.0

STANDARD SIGN
R4-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-3.8

PROJECT NO:

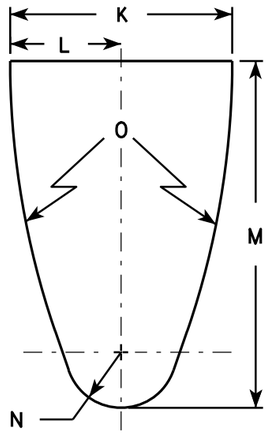
SHEET NO: 131 E

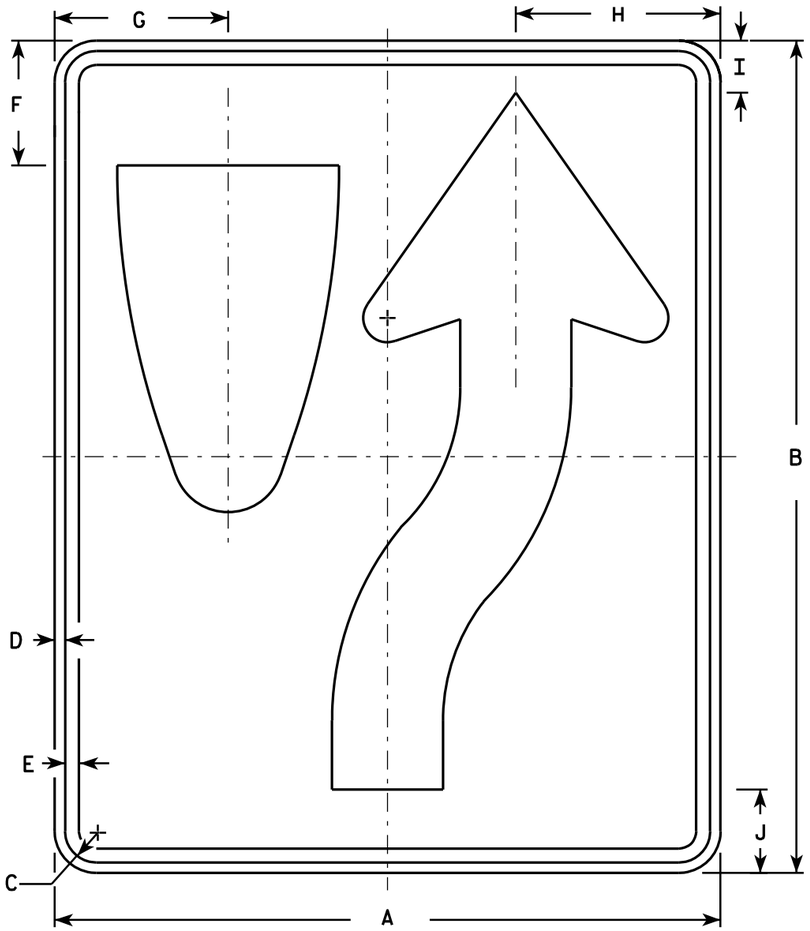
FILE NAME : C:\Users\PROJECTS\tr_stdplate\R43.DGN PLOT DATE : 25-MAR-2011 13:40 PLOT BY : mscsja

WISDOT/CADDS SHEET 42

7

7

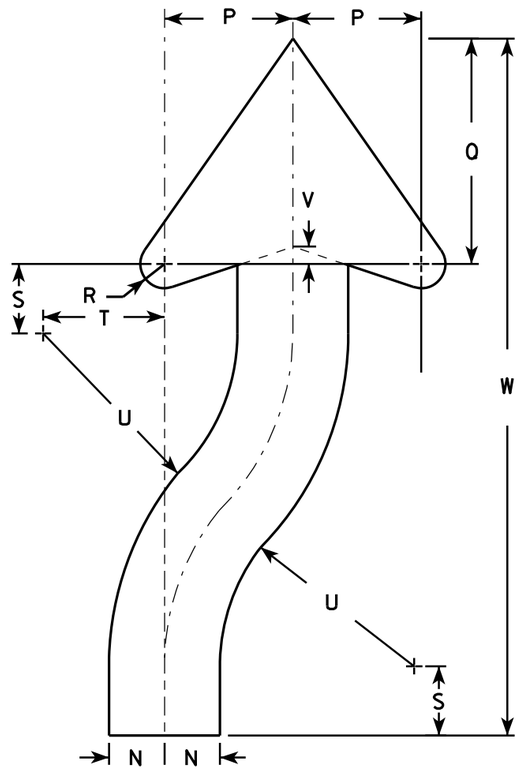




R4-7

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition. material is plywood but borders shall be rounded
2. Color:
   Background - White
   Message - Black
3. Corners may be square or rounded when base as shown. When base material is metal, the corners and borders shall be rounded.
4. R4-8 is the same as R4-7 except Legend is reversed.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3 3/8	4 3/4	5 1/2	1 3/8	2 1/4	6	3	9 3/8	1 1/2	22 1/2	3 1/2	6 1/8	5/8	1 7/8	3 1/4	6 3/4	1/2	20 3/8				3.0
2S	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
2M	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
3	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
4	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
5	48	60	2 1/4	3/4	1	9	12 1/2	14 3/4	3 3/4	6	16	8	25	4	60	9 1/4	16 1/4	1 5/8	5	8 3/4	18	1 1/4	50 1/4				20.0

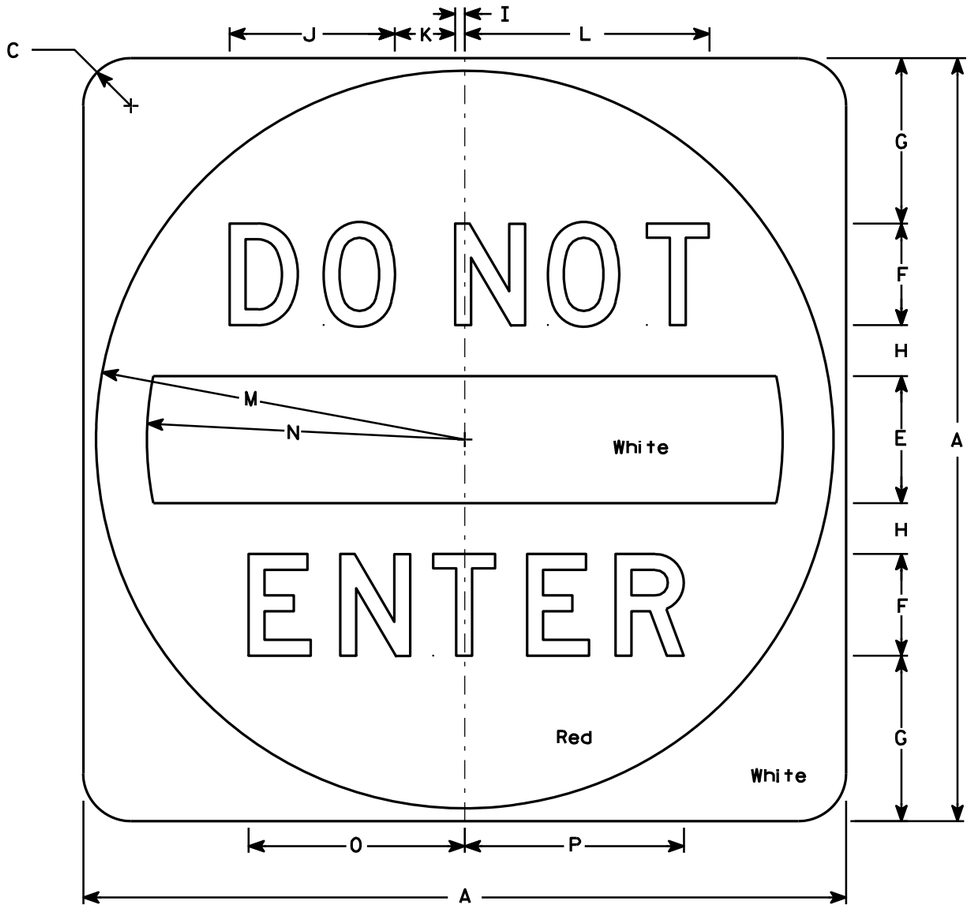
STANDARD SIGN
R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-7.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 132	E



R5-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See detail
   Message - White - Type H Reflective
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but when base material is metal, the cornors shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30		1 7/8		5	4	6 1/2	2	3/8	6 1/2	2 3/8	9 5/8	14 1/2	12 1/2	8 1/2	8 5/8											6.26
2M	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
3	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
4	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
5	48		3		8	6	11	3	5/8	9 3/4	3 5/8	14 1/2	23 1/2	20	12 3/4	12 7/8											16.0

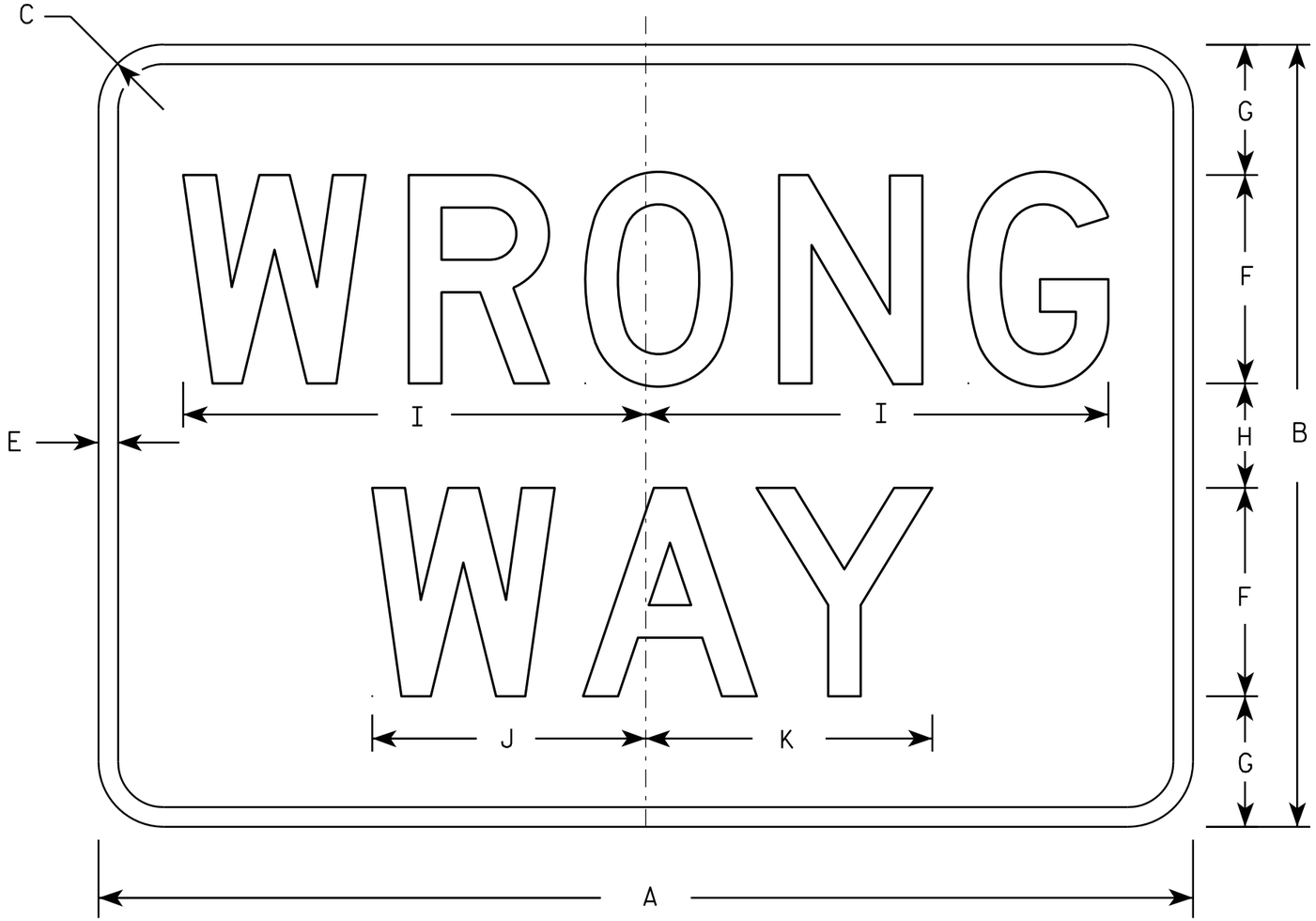
STANDARD SIGN
R5-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R5-1.15

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 133 | E



R5-1A

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	18	1 1/2		1/2	5	3	2	11	6 1/2	6 7/8																3.75
2S	36	24	2		5/8	6	4 1/2	3	13 1/4	7 7/8	8 1/4																6.00
2M	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
3	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
4	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
5	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75

STANDARD SIGN
R5-1A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R5-1A.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 134 | E

R5-57

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - Lines 1, 2, and 5 are Series C.
   Lines 3 and 4 are Series B.
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S																											
2M																											
3																											
4	36		1 5/8	5/8	3/4	4	3	2	3 1/2	14 1/4	14 7/8	11	11 1/2	4 3/4	1 3/4	9		1 3/8	10	11	2 1/2	1 3/4	15 1/2	13	13 5/8		9.0
5	36		1 5/8	5/8	3/4	4	3	2	3 1/2	14 1/4	14 7/8	11	11 1/2	4 3/4	1 3/4	9		1 3/8	10	11	2 1/2	1 3/4	15 1/2	13	13 5/8		9.0

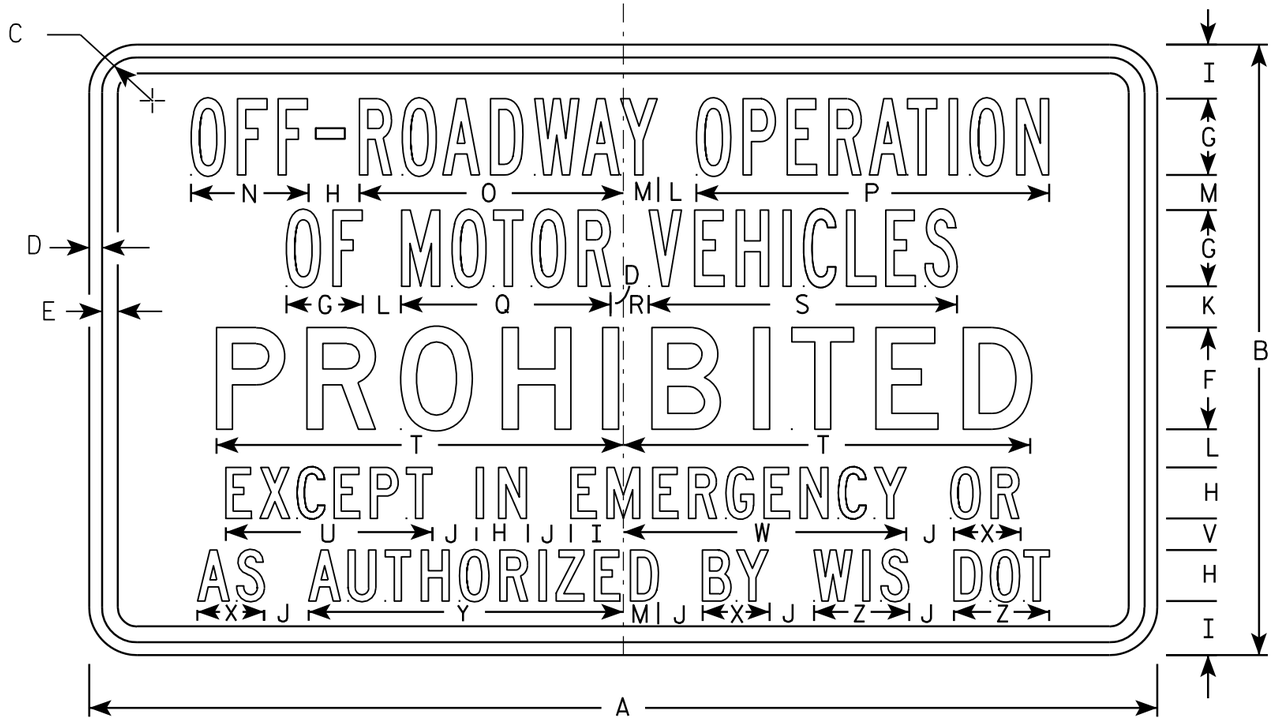
STANDARD SIGN
R5-57

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/29/2011 PLATE NO. R5-57.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 135 | E



R5-99

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1 and 2 are Series B.
   Line 3 is Series D.
   Lines 4 and 5 are Series C.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	42	24	1 3/8	1/2	5/8	4	3	2	2 1/8	1 3/4	1 5/8	1 1/2	1 3/8	4 5/8	10 3/8	13 7/8	8 1/4	1	12 1/8	16	8 1/8	1 1/4	11 1/8	2 5/8	12 3/8	3 3/4	7.00
2M	42	24	1 3/8	1/2	5/8	4	3	2	2 1/8	1 3/4	1 5/8	1 1/2	1 3/8	4 5/8	10 3/8	13 7/8	8 1/4	1	12 1/8	16	8 1/8	1 1/4	11 1/8	2 5/8	12 3/8	3 3/4	7.00
3																											
4																											
5																											

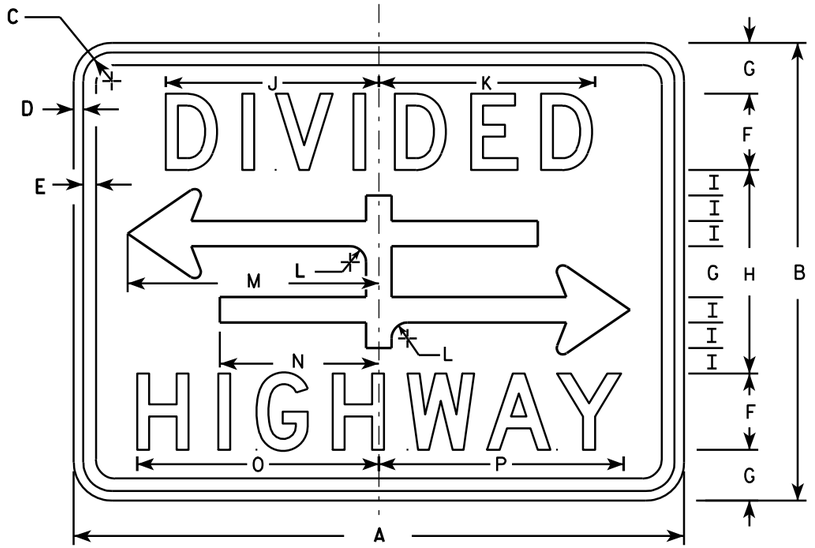
STANDARD SIGN
R5-99

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/29/2011 PLATE NO. R5-99.6

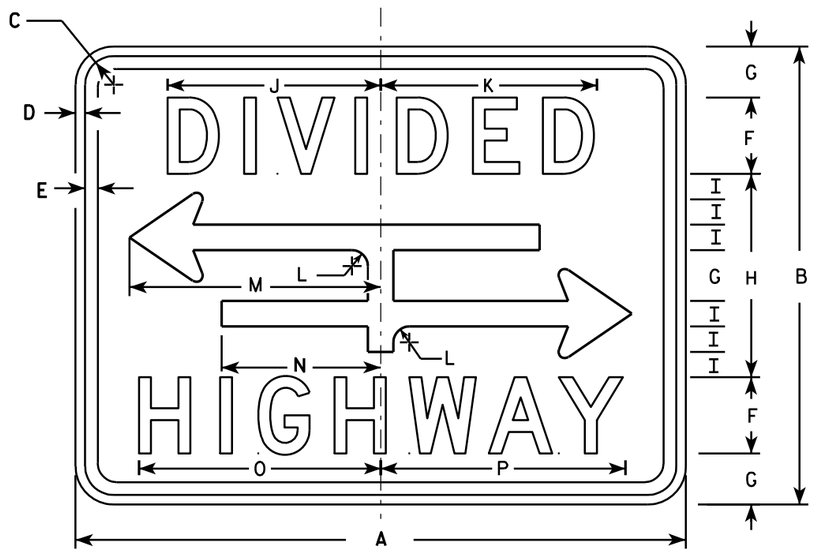
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 136	E



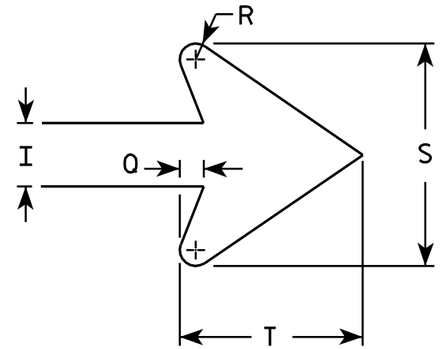
R6-3

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



R6-3A



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24	18	1 1/8	3/8	3/8	3	2	8	1	8 3/8	8 1/2	5/8	9 7/8	6 1/4	9 1/2	9 5/8	3/8	1/4	3 1/2	2 3/4							3.0
2S	30	24	1 1/8	3/8	1/2	4	2 5/8	10 3/4	1 3/8	10 1/2	10 5/8	7/8	12 1/2	7 7/8	12 1/4	12 3/8	1/2	3/8	4 5/8	3 5/8							5.0
2M	30	24	1 1/8	3/8	1/2	4	2 5/8	10 3/4	1 3/8	10 1/2	10 5/8	7/8	12 1/2	7 7/8	12 1/4	12 3/8	1/2	3/8	4 5/8	3 5/8							5.0
3																											
4																											
5																											

STANDARD SIGN
R6-3 & R6-3A

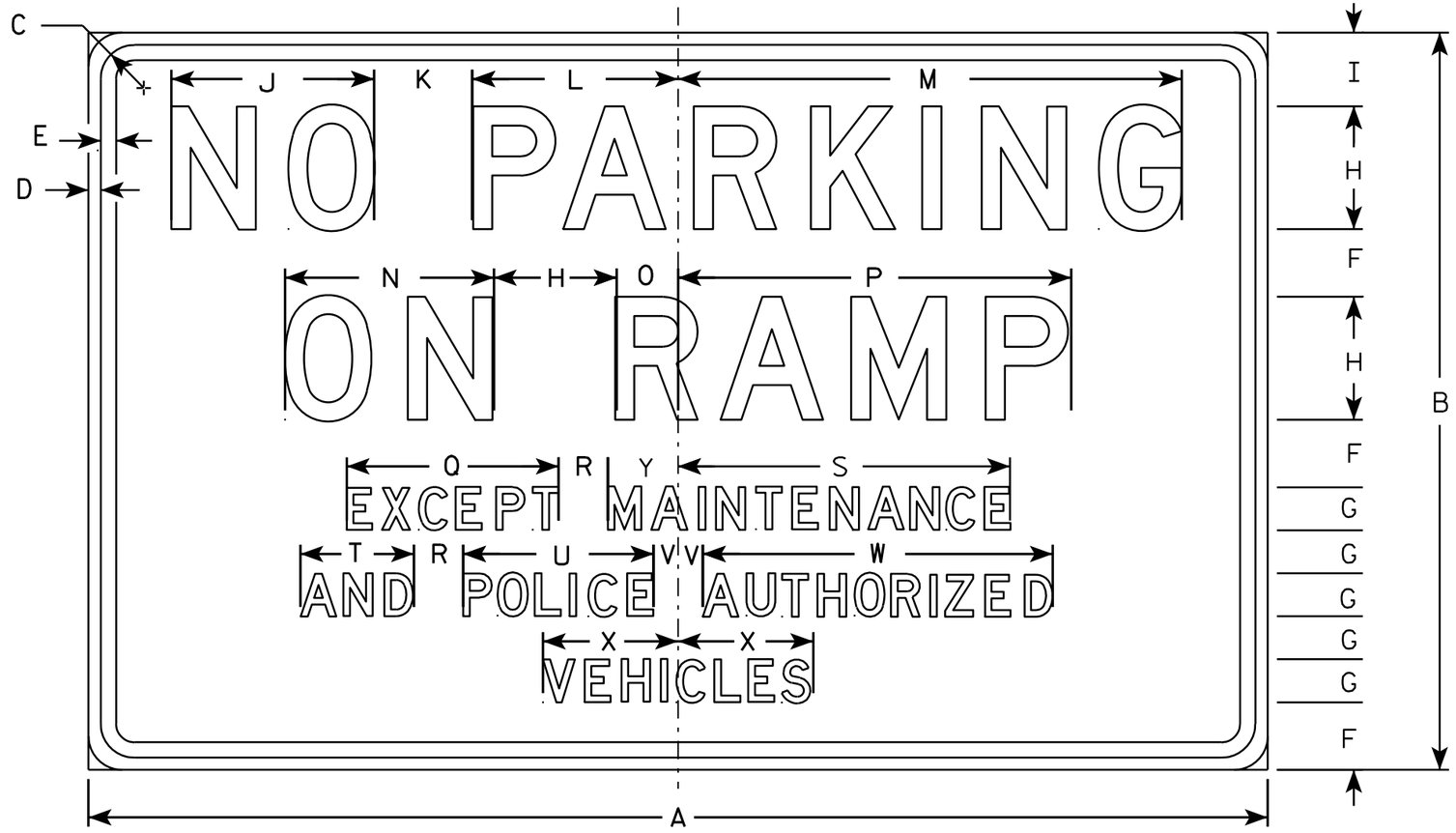
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R6-3.5

PROJECT NO:

SHEET NO: 137 E



R7-64

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - WHITE
   Message - Lines 1& 2 and Border are RED
   Lines 3, 4, & 5 are BLACK
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S																											
2M																											
3	48	30	1 3/8	1/2	5/8	2 3/4	1 3/4	5	3	8 1/4	4	8 3/8	20 1/2	8 1/2	2 1/2	16	8 5/8	2	13 5/8	4 5/8	7 3/4	1	14 1/4	5 1/2			10.0
4																											
5																											

STANDARD SIGN
R7-64

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R7-64.3

PROJECT NO:

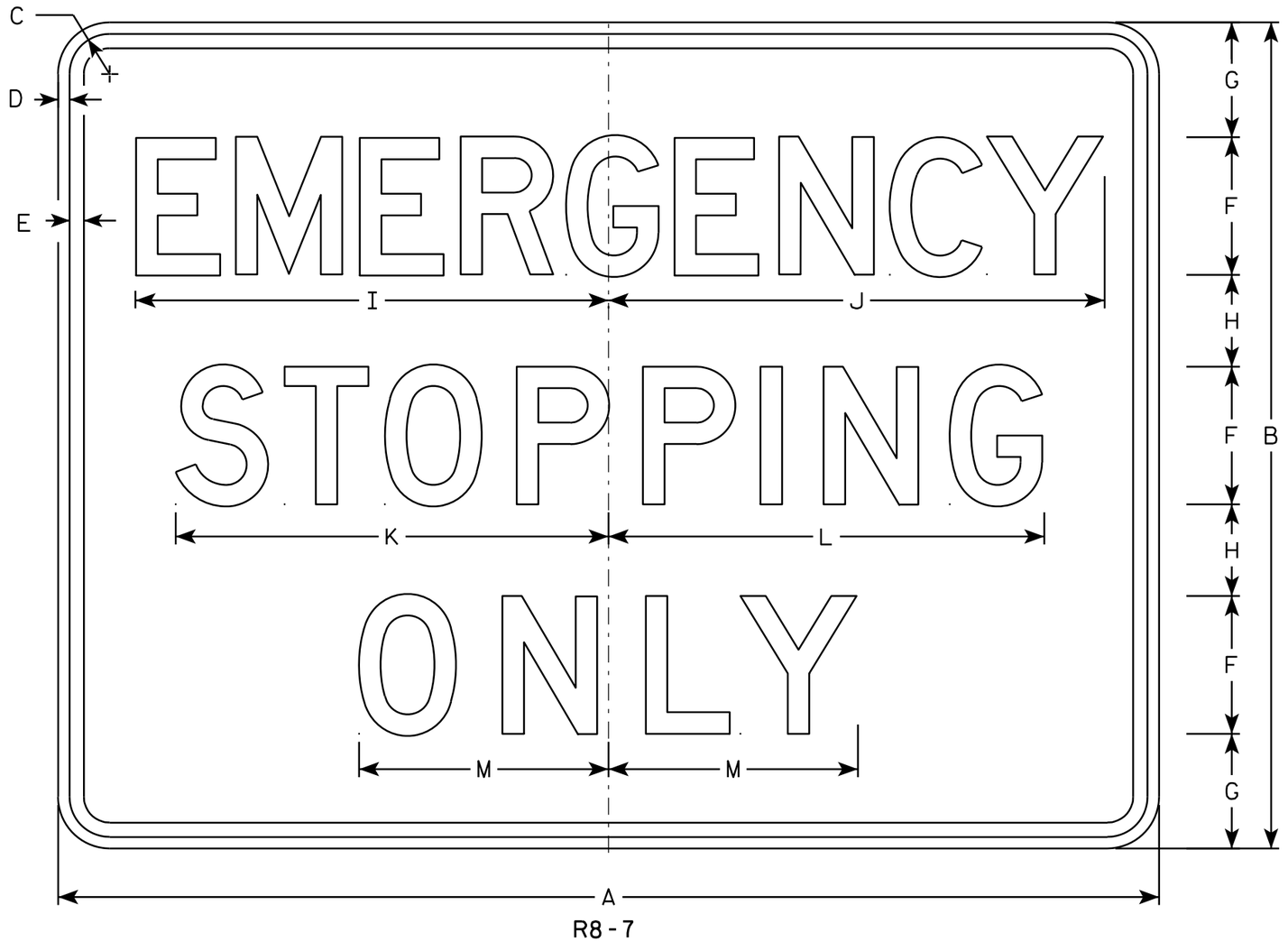
SHEET NO: 138 E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R764.DGN PLOT DATE : 31-MAR-2011 13:47 PLOT BY : mscsja PLOT SCALE :

WISDOT/CADDS SHEET 42

7

7



R8 - 7

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S																											
2M																											
3																											
4	48	36	1 3/4	1/2	5/8	6	5	4	20 5/8	21 5/8	18 7/8	19	10 7/8														12.0
5	48	36	1 3/4	1/2	5/8	6	5	4	20 5/8	21 5/8	18 7/8	19	10 7/8														12.0

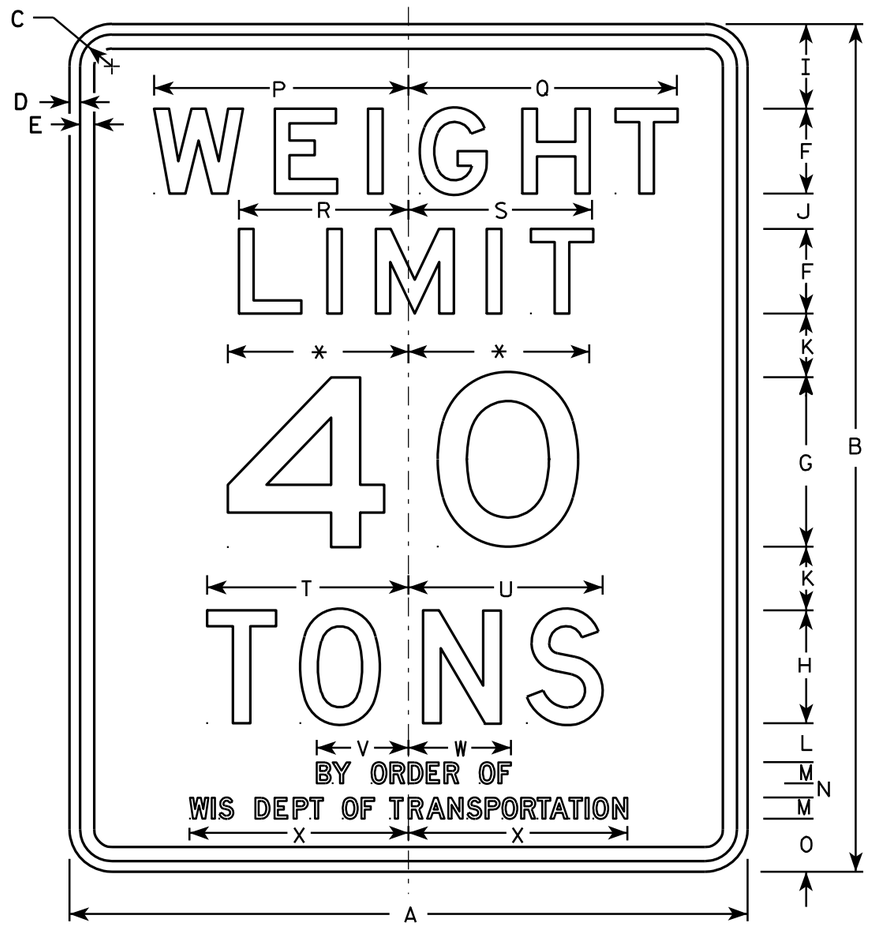
STANDARD SIGN
R8 - 7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R8-7.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 139 | E



R12-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1, 2 & 3 are series E
   Lines 4, 5, & 6 are series D.
6. Substitute appropriate numeral and optically adjust spacing to achieve proper balance.
7. Substitute name of county or town on County Trunk and Town Highways respectively. Community name on City or Village Streets including Connecting Highways is optional.

* Varies (see note 6)

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24	30	1 1/8	3/8	1/2	3	6	4	3	1 1/4	2 1/4	1 3/8	3/4	1/2	1 7/8	9	9 1/2	6	6 1/2	7 1/8	6 7/8	3 1/4	3 5/8	7 3/4			5.0
2S	24	30	1 1/8	3/8	1/2	3	6	4	3	1 1/4	2 1/4	1 3/8	3/4	1/2	1 7/8	9	9 1/2	6	6 1/2	7 1/8	6 7/8	3 1/4	3 5/8	7 3/4			5.0
2M	24	30	1 1/8	3/8	1/2	3	6	4	3	1 1/4	2 1/4	1 3/8	3/4	1/2	1 7/8	9	9 1/2	6	6 1/2	7 1/8	6 7/8	3 1/4	3 5/8	7 3/4			5.0
3	36	48	1 3/8	1/2	5/8	6	10	8	4 1/2	2 1/2	2 1/4	1 1/2	3/4	1/2	3	13 1/2	14 1/4	9	9 3/4	10 5/8	10 1/4	3 1/4	3 5/8	7 3/4			12.0
4	48	60	2 1/4	3/4	1	6	12	8	6	2 1/2	4 1/2	2 3/4	1 1/2	1	3 3/4	18	19	12	13	14 1/4	13 3/4	6 1/2	7 1/4	15 1/2			20.0
5																											

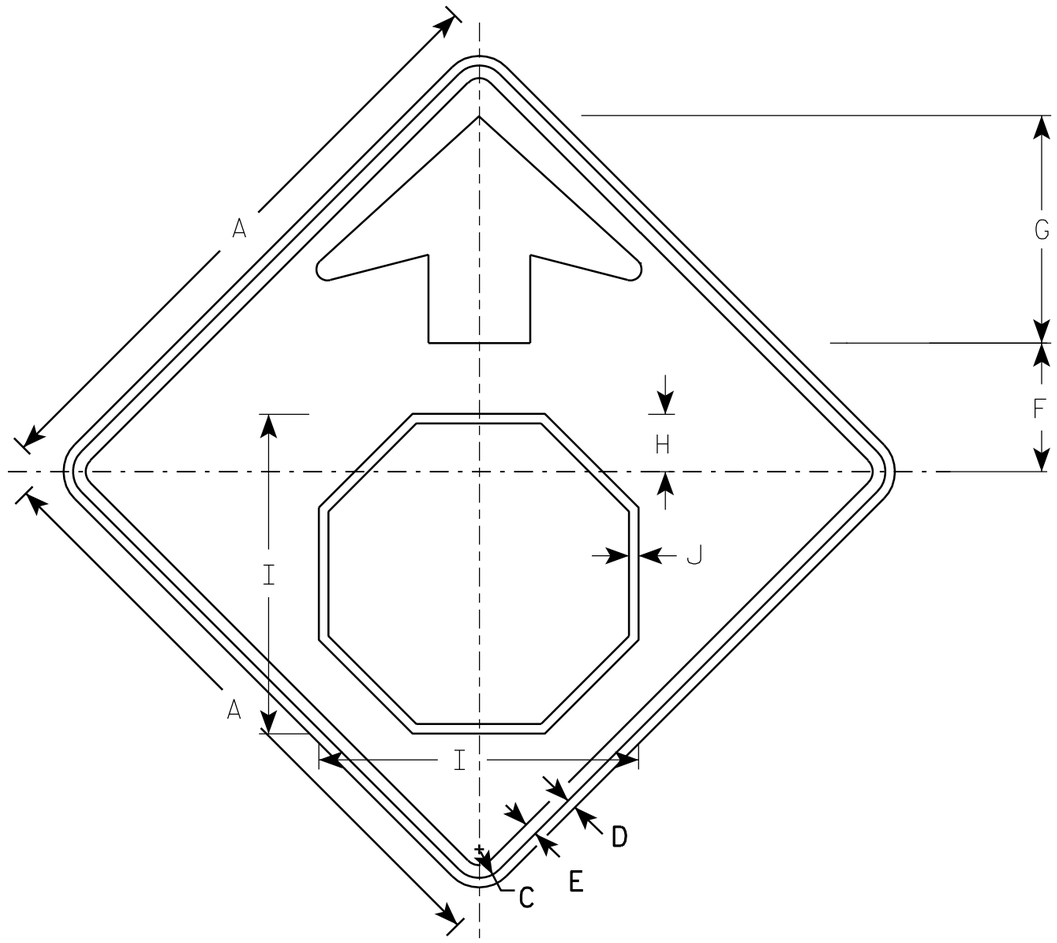
STANDARD SIGN
R12-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/1/11 PLATE NO. R12-1.8

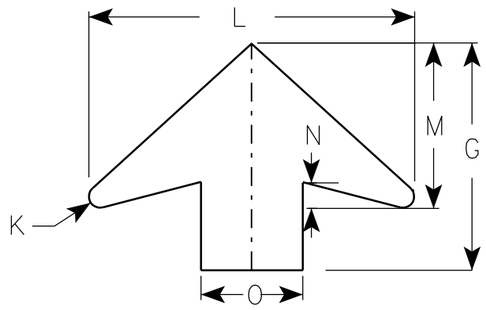
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 140 | E



W3-1

NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - YELLOW
   Arrow & Border - BLACK
   Stop Symbol - WHITE BORDER ON RED BACKGROUND



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	6 1/4	11 1/4	2 7/8	15 3/4	1/2	1/2	16	8	1 1/4	5												6.25
2S	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
2M	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
3	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
4	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0
5	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0

STANDARD SIGN
W3-1

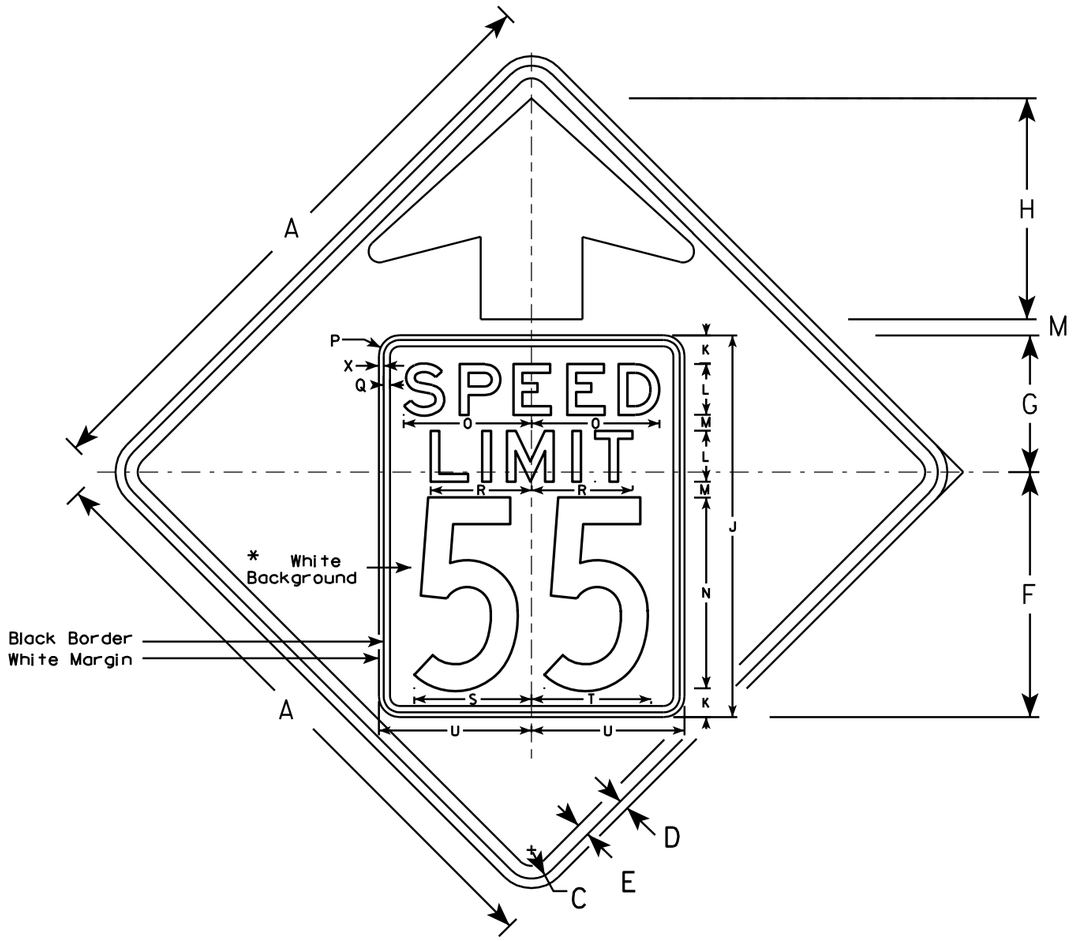
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W3-1.12

PROJECT NO:

SHEET NO: 141 E

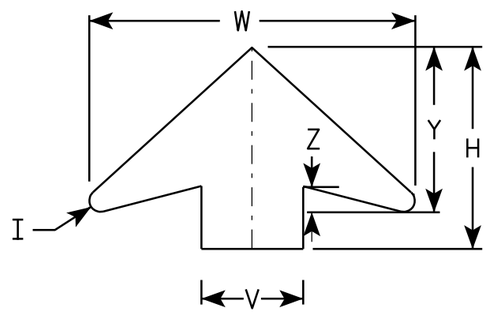


W3-5

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color: *
   Background - YELLOW*
   Message - BLACK
3. Message Series - C for numbers Series E for wording
4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance

*Speed Limit Sign shall have a White Background



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36		1 5/8	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
2M	36		1 5/8	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
3	36		1 5/8	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
4	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
5	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0

STANDARD SIGN
W3-5

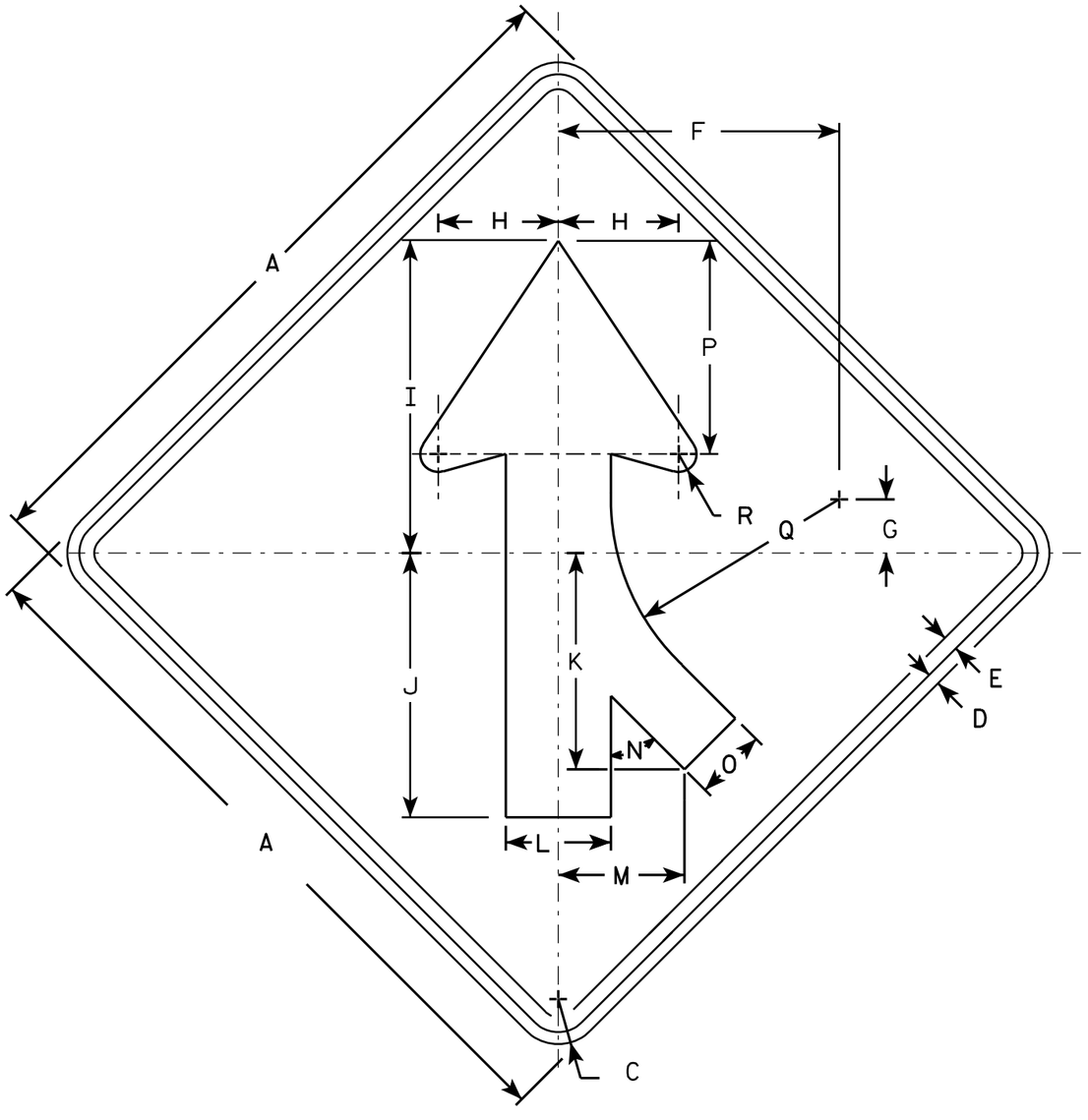
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/29/12 PLATE NO. W3-5.5

PROJECT NO:

SHEET NO: 142 E



W4-1 R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W4-1L is the same as W4-1R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	11 5/8	2 1/2	5	13	11	9	4 3/8	5 1/4	45°	3	8 7/8	9 1/2	3/4									6.25
2S	36		1 5/8	5/8	3/4	14	2 3/4	6	15 3/4	13 1/4	10 1/4	5 1/4	6 3/8	45°	3 5/8	10 5/8	11 3/8	7/8									9.0
2M	36		1 5/8	5/8	3/4	14	2 3/4	6	15 3/4	13 1/4	10 1/4	5 1/4	6 3/8	45°	3 5/8	10 5/8	11 3/8	7/8									9.0
3	36		1 5/8	5/8	3/4	14	2 3/4	6	15 3/4	13 1/4	10 1/4	5 1/4	6 3/8	45°	3 5/8	10 5/8	11 3/8	7/8									9.0
4	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0
5	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0

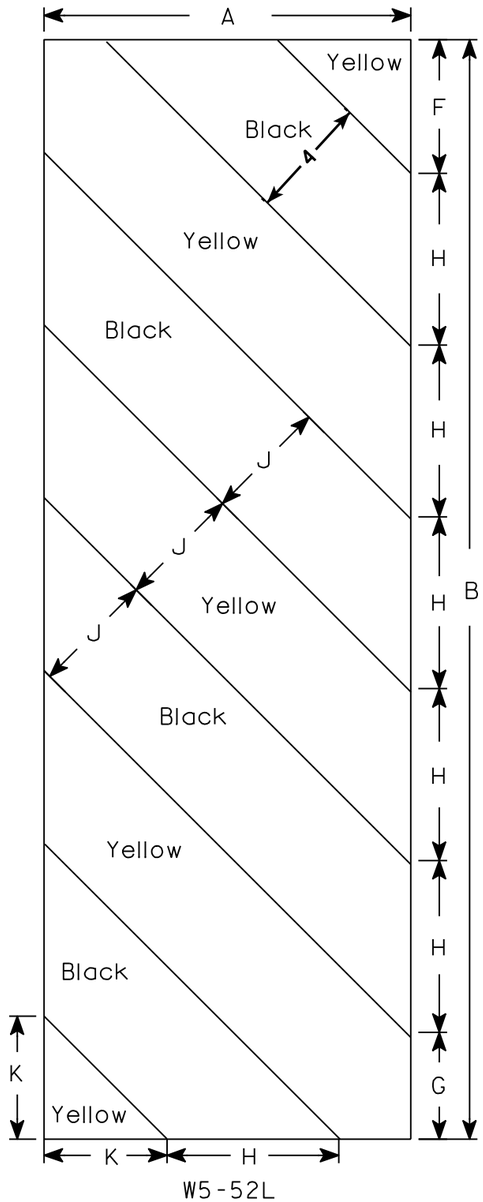
STANDARD SIGN
W4-1

WISCONSIN DEPT OF TRANSPORTATION

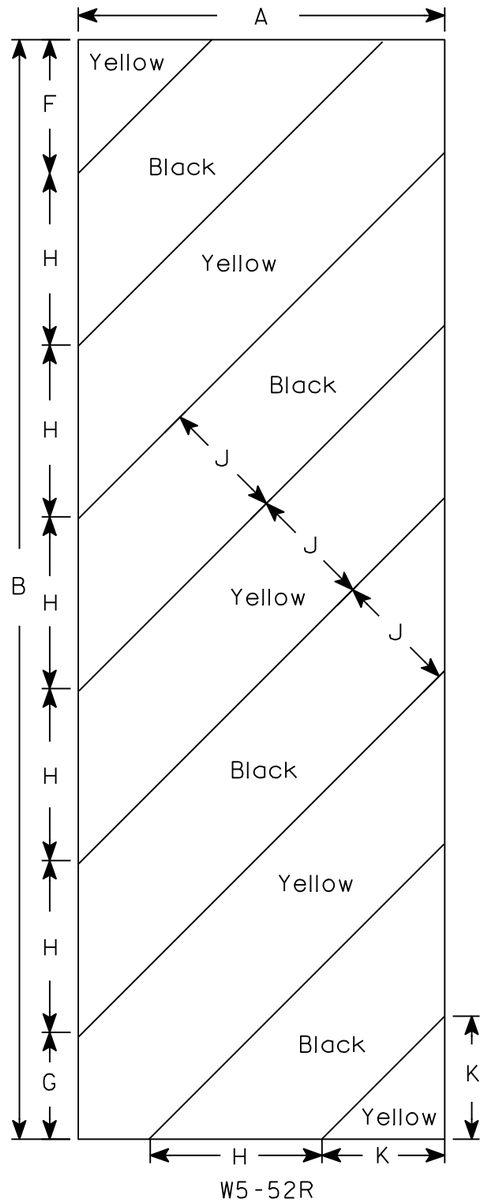
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 03/12/13 PLATE NO. W4-1.14

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 143	E



W5-52L



W5-52R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Alternate colors of stripes as shown.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	12	36				4 3/8	3 1/2	5 5/8	45°	4	4																3.0
2M	12	36				4 3/8	3 1/2	5 5/8	45°	4	4																3.0
3	18	54				6	5 1/2	8 1/2	45°	6	6 9/16																6.75
4																											
5																											

STANDARD SIGN

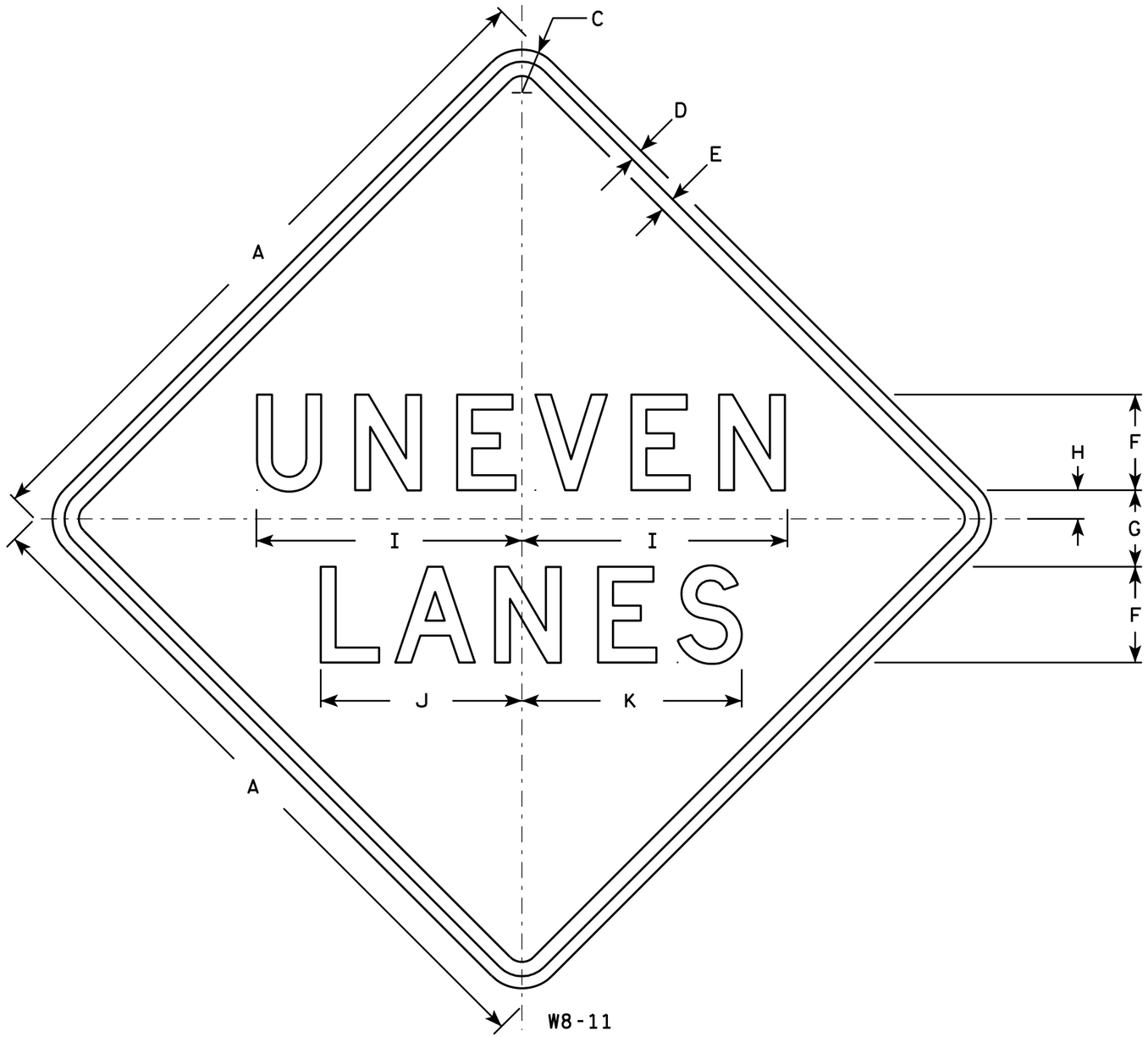
W5-52L & W5-52R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/29/12 PLATE NO. W5-52.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 144	E



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36		1 5/8	5/8	3/4	5	4	1 1/2	13 7/8	10 1/2	11 1/2																9.0
2M	36		1 5/8	5/8	3/4	5	4	1 1/2	13 7/8	10 1/2	11 1/2																9.0
3																											
4	36		1 5/8	5/8	3/4	5	4	1 1/2	13 7/8	10 1/2	11 1/2																9.0
5	48		2 1/4	3/4	1	7	5	2	18 1/2	14	15 3/8																16.0

STANDARD SIGN
W8-11

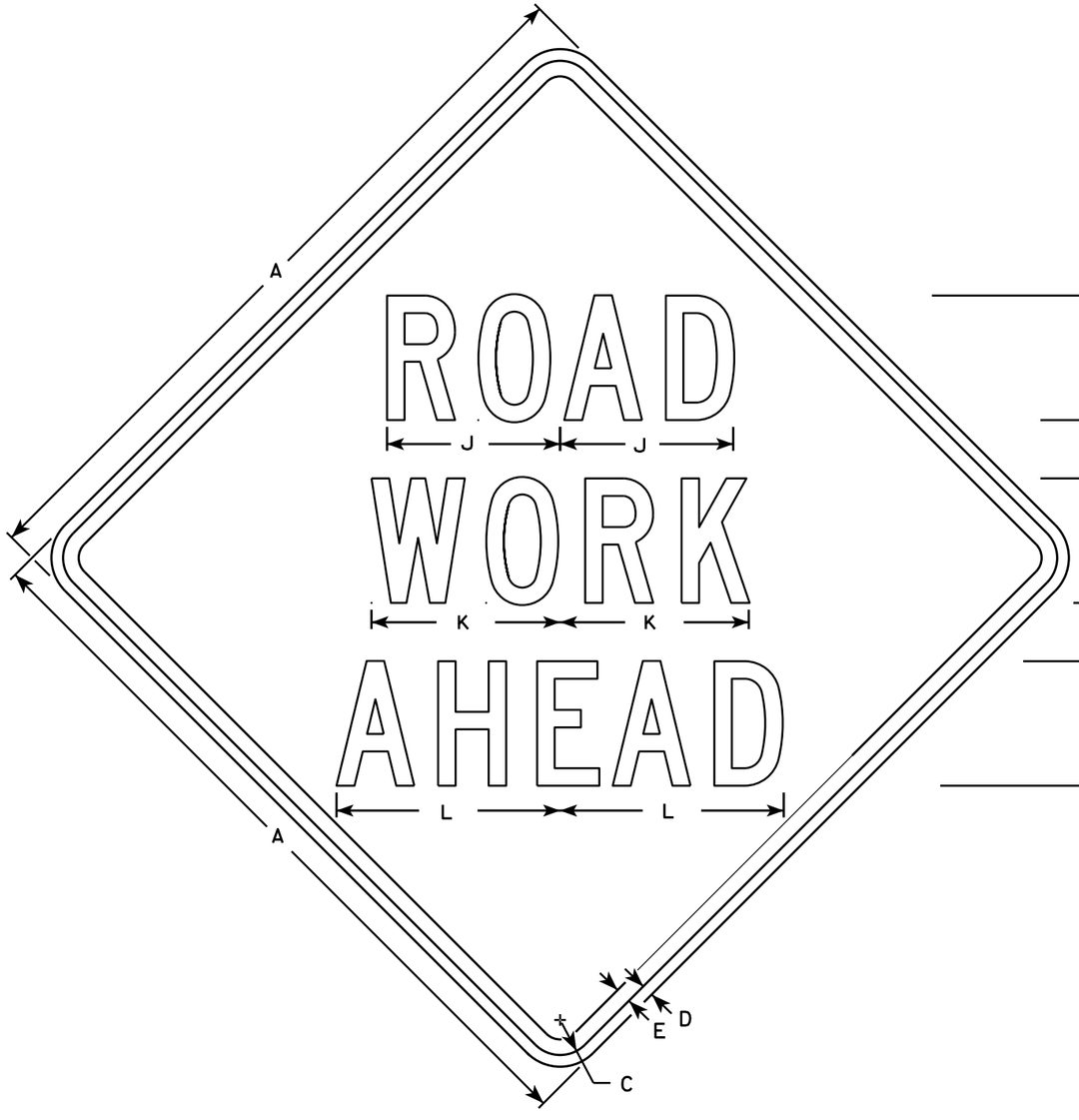
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

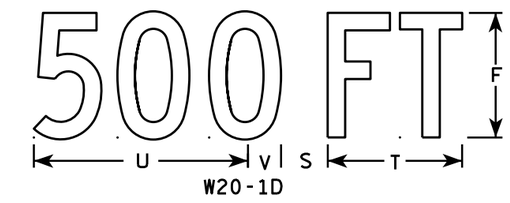
DATE 3/22/11 PLATE NO. W8-11.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 145 | E

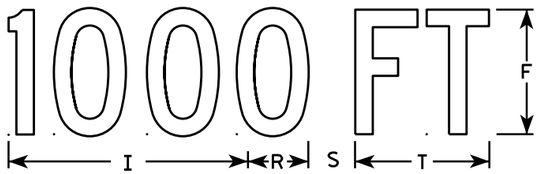
FILE NAME : C:\Users\PROJECTS\tr_stdplate\W811.DGN PLOT DATE : 22-MAR-2011 14:12 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 6.703924:1.000000
WISDOT/CADDS SHEET 42



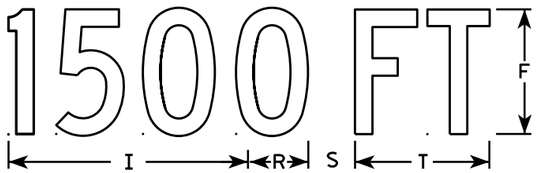
W20-1A



W20-1D



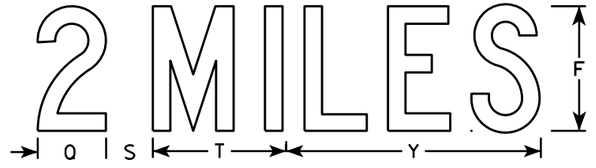
W20-1C



W20-1B

W20-1G

W20-1F



W20-1E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 3/8	1/2	5/8	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9		2 1/2	2 1/4	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
2M	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
3	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
4	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
5	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0

STANDARD SIGN
W20-1A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

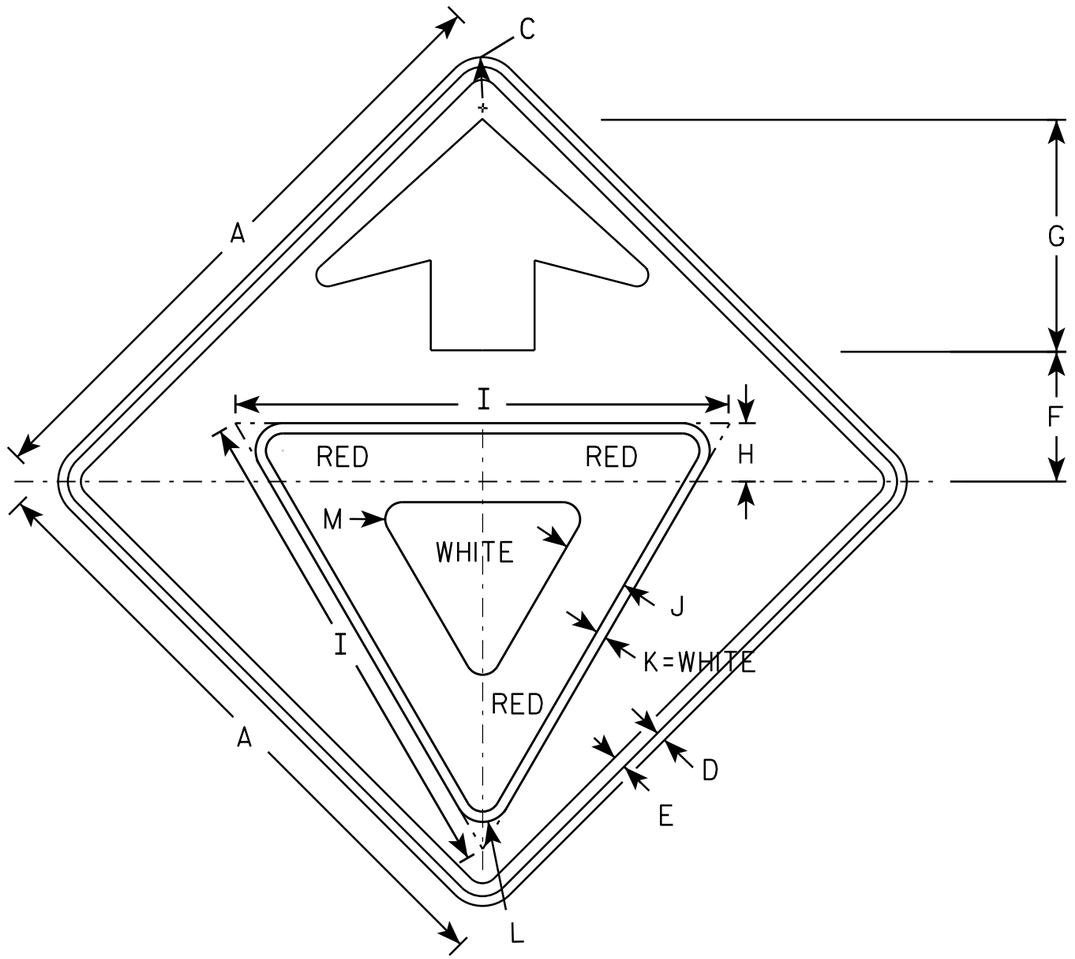
APPROVED

State Traffic Engineer

DATE 5/07/15 PLATE NO. W20-1.10

PROJECT NO:

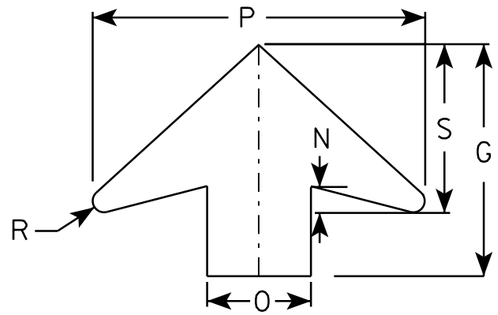
SHEET NO: E



W03-2

NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - ORANGE
   Arrow & Border - BLACK
   Yield Symbol - WHITE BORDER ON RED BACKGROUND



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
2S	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0
2M	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0
3	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0
4	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0
5	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0

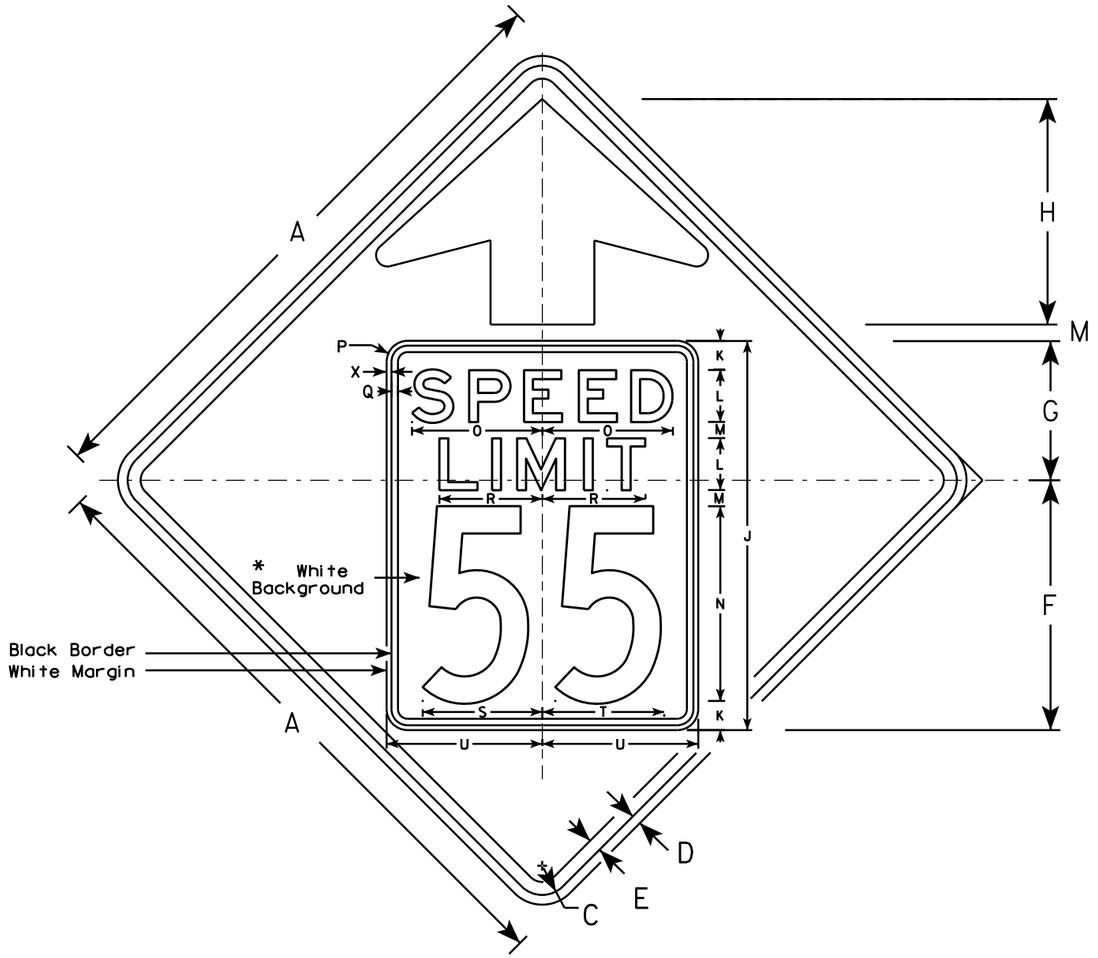
STANDARD SIGN
W03-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE W03-2.1

PROJECT NO: SHEET NO: E

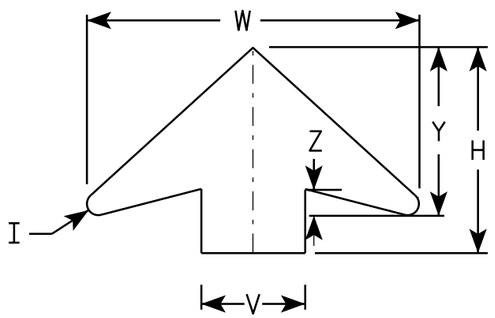


W03-5

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color: *
   Background - ORANGE*
   Message - BLACK
3. Message Series - C for numbers Series E for wording
4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance

*Speed Limit Sign shall have a White Background



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
2S	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
2M	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
3	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
4	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
5	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0

STANDARD SIGN
W03-5

WISCONSIN DEPT OF TRANSPORTATION

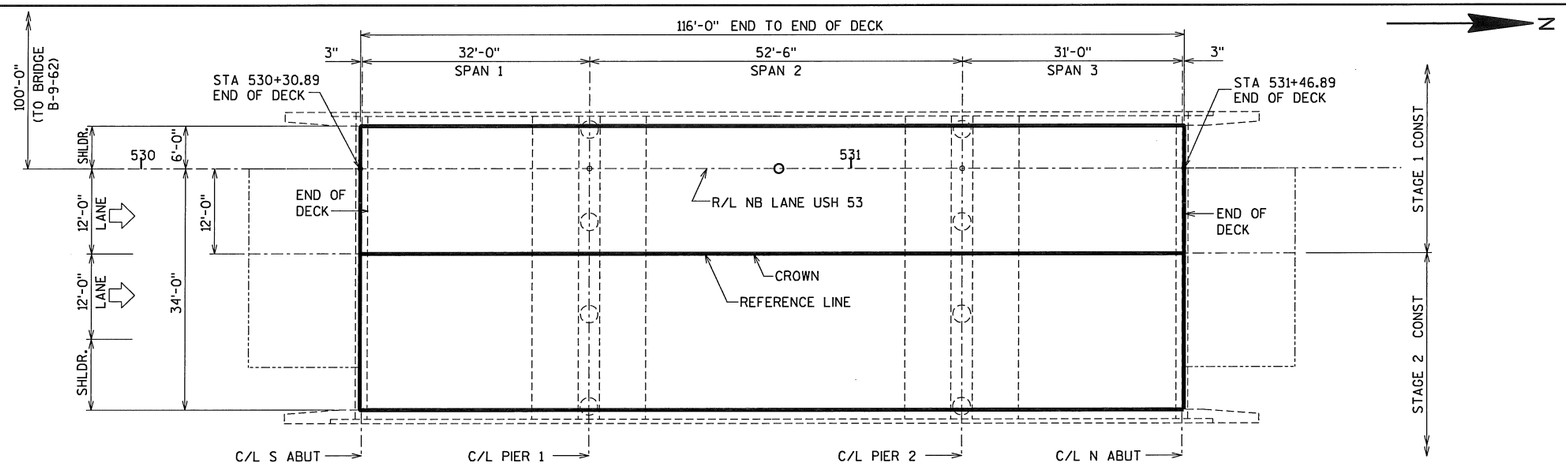
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE W03-5.1

PROJECT NO: SHEET NO: E

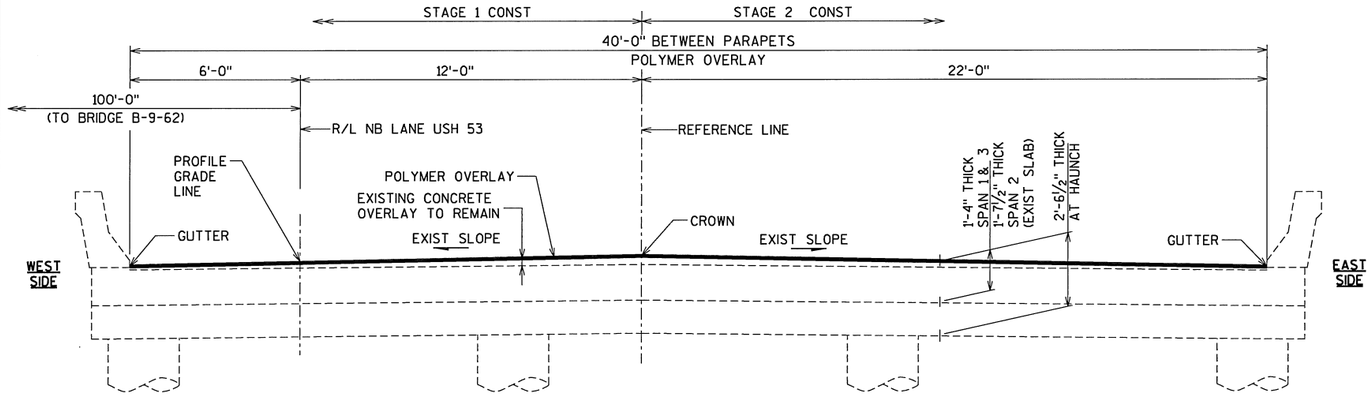
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W035.DGN PLOT DATE : 20-NOV-2013 11:32 PLOT BY : mscsja

WISDOT/CADDS SHEET 42



PLAN - NB B-9-61

(3-SPAN REINFORCED CONCRETE HAUNCHED SLAB STRUCTURE)



CROSS SECT THRU BRIDGE - LOOKING NORTH

TOTAL ESTIMATED QUANTITIES - B-9-61

BID ITEM NUMBER	BID ITEMS	UNIT	BRIDGE		TOTALS
			STAGE 1	STAGE 2	
509.5100.S	POLYMER OVERLAY	SY	232	284	516

STATE PROJECT NUMBER

1190-05-75

DESIGN DATA

LIVE LOAD:
DESIGN RATING = HS20
INVENTORY RATING = HS20
OPERATING RATING = HS33
WISCONSIN STANDARD PERMIT VEHICLE LOAD = 130 KIPS

NOTE:
RATINGS ARE FROM THE 2005 CONCRETE DECK OVERLAY BRIDGE PLANS. THE PLACEMENT OF THE POLYMER OVERLAY DOES NOT CHANGE THESE RATINGS.

ULTIMATE DESIGN STRESSES:
CONCRETE MASONRY - SLAB f'c = 4,000 psi

GENERAL NOTES

DRAWING SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE EXISTING STRUCTURE PLANS.

THE END OF THE DECK JOINT IS COMPRISED OF A FILLER & SEALANT. THERE IS NO STRIP SEAL OR COVER PLATED EXPANSION JOINTS.

TRAFFIC DATA

A.A.D.T. (2011) = 12,900
A.A.D.T. (2037) = 17,200
D.H.V. = 275.5 %
D.D = 63/37 %
T. = 21.6 %
DESIGN SPEED = 70 MPH

LIST OF DRAWINGS

1 POLYMER OVERLAY

WISCONSIN PROFESSIONAL ENGINEER
JEFFREY A. JOHNSON
E-23938
CHIPPEWA FALLS, WI
6/16/14

SEH CONTACT: GREG WEYANDT, PE, 715.720.6266
WISDOT BRIDGE OFFICE CONTACT: BILL DREHER, PE, 608.266.8489

NO.	DATE	REVISION	BY

SEH
SHORT ELLIOTT HENDRICKSON INC.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher SDR 10/15/15
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-9-61

USH 53 NB OVER HIGHLINE AVE

COUNTY CHIPPEWA
~~TOWN~~/CITY/~~VILLAGE~~ WOODMOHR

DESIGN SPEC. N/A

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
JAJ	JAJ	DLF	JAJ

POLYMER OVERLAY

SHEET 1 OF 1
149

8

8

PLOT DATE: 6/16/2014
PLOT TIME: 4:00:07 PM
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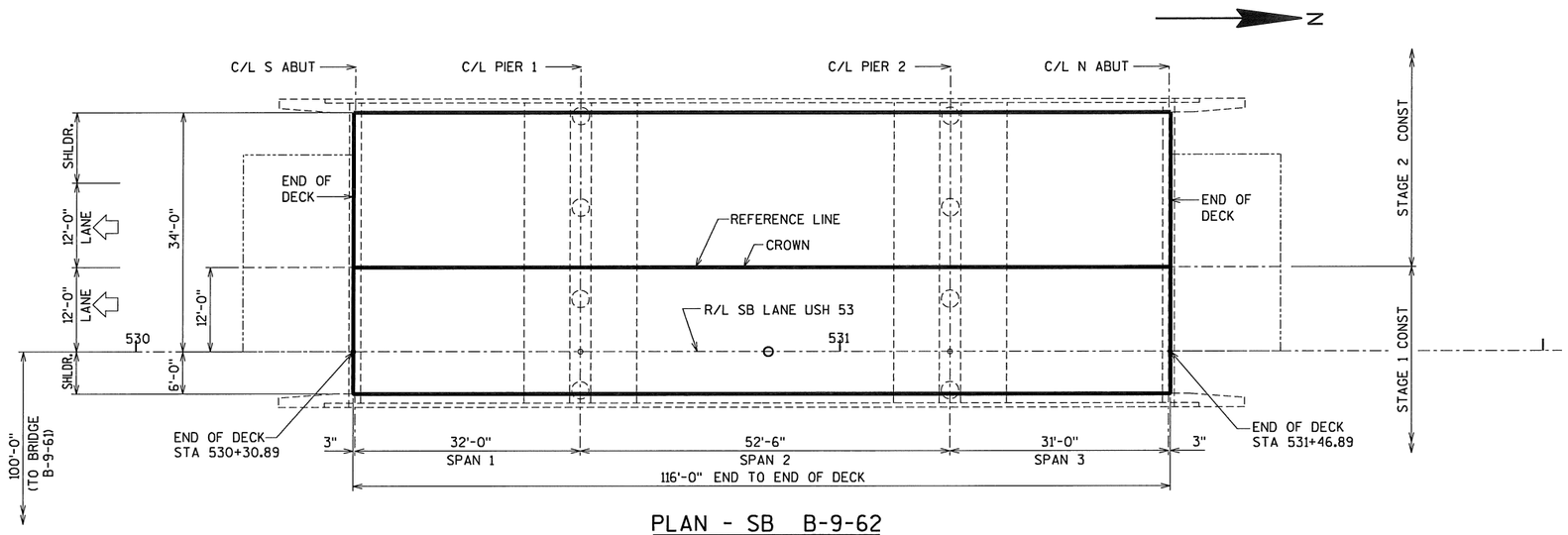
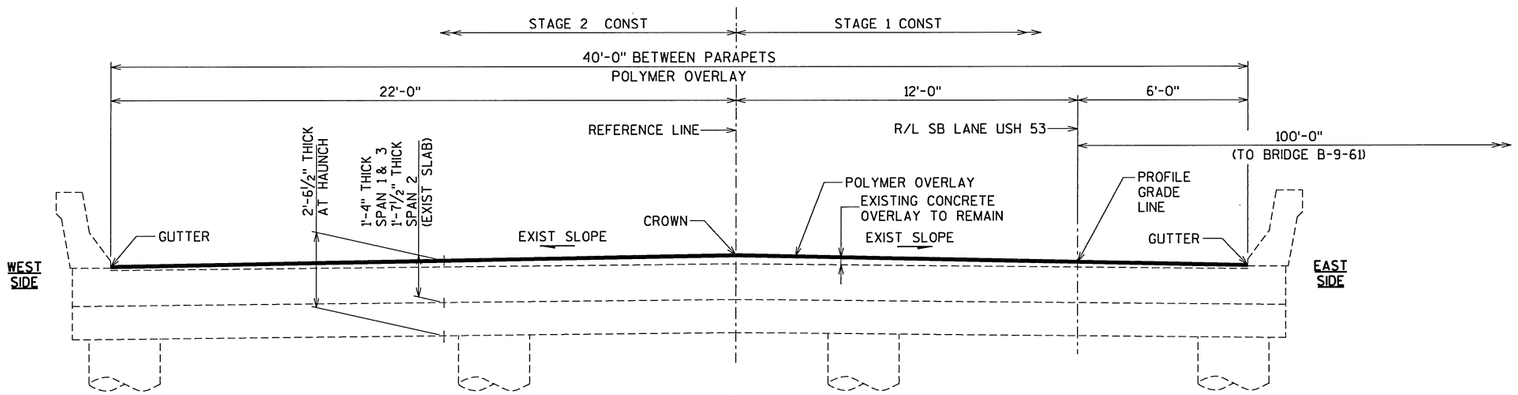
STATE PROJECT NUMBER

1190-05-75



PLAN - SB B-9-62

(3-SPAN REINFORCED CONCRETE HAUNCHED SLAB STRUCTURE)



CROSS SECT THRU BRIDGE - LOOKING NORTH

TOTAL ESTIMATED QUANTITIES - B-9-62

BID ITEM NUMBER	BID ITEMS	UNIT	BRIDGE		TOTALS
			STAGE 1	STAGE 2	
509.5100.S	POLYMER OVERLAY	SY	232	284	516

DESIGN DATA

LIVE LOAD:
DESIGN RATING = HS20
INVENTORY RATING = HS20
OPERATING RATING = HS33
WISCONSIN STANDARD PERMIT VEHICLE LOAD = 130 KIPS

NOTE:
RATINGS ARE FROM THE 2005 CONCRETE DECK OVERLAY BRIDGE PLANS. THE PLACEMENT OF THE POLYMER OVERLAY DOES NOT CHANGE THESE RATINGS.

ULTIMATE DESIGN STRESSES:
CONCRETE MASONRY - SLAB f'c = 4,000 psi

GENERAL NOTES

DRAWING SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE EXISTING STRUCTURE PLANS.

THE END OF THE DECK JOINT IS COMPRISED OF A FILLER & SEALANT. THERE IS NO STRIP SEAL OR COVER PLATED EXPANSION JOINTS.

TRAFFIC DATA

A.A.D.T. (2011) = 12,900
A.A.D.T. (2037) = 17,200
D.H.V. = 275.5 %
D.D = 63/37 %
T. = 21.6 %
DESIGN SPEED = 70 MPH

LIST OF DRAWINGS

1 POLYMER OVERLAY

WISCONSIN
JEFFREY A. JOHNSON
E-23938
CHIPPEWA FALLS, WI
PROFESSIONAL ENGINEER

6/16/14

SEH CONTACT: GREG WEYANDT, PE, 715.720.6266
WISDOT BRIDGE OFFICE CONTACT: BILL DREHER, PE, 608.266.8489

NO.	DATE	REVISION	BY

SEH
SHORT ELLIOTT HENDRICKSON INC.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher SDR 10/15/15
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-9-62

USH 53 SB OVER HIGHLINE AVE

COUNTY	~~TOWN~~/CITY/~~VILLAGE~~
CHIPPEWA	WOODMOHR

DESIGN SPEC. N/A

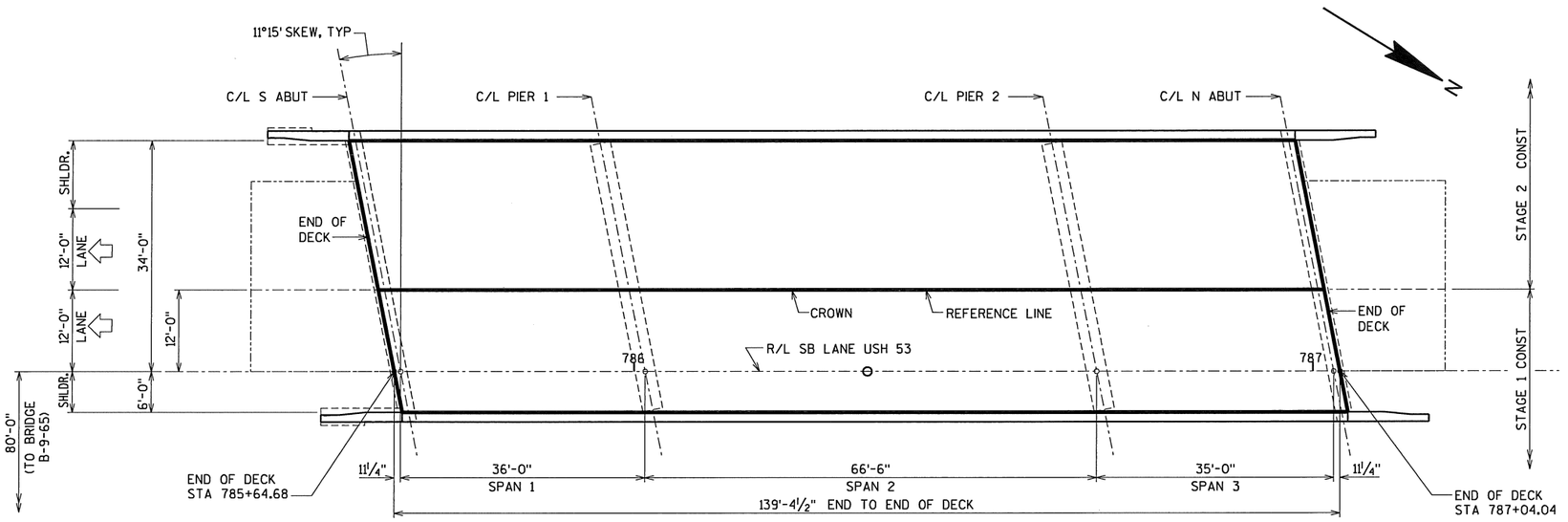
DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
JAJ	JAJ	DLF	JAJ

POLYMER OVERLAY

SHEET 1 OF 1

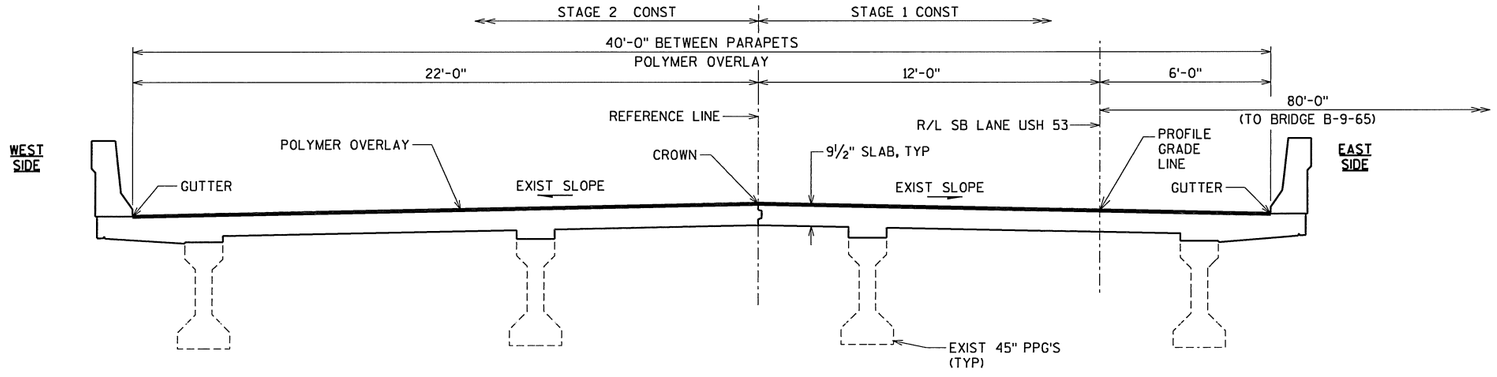
8

STATE PROJECT NUMBER
1190-05-75



PLAN - SB B-9-64

(3-SPAN 45" PRESTRESSED CONCRETE GIRDER STRUCTURE)



CROSS SECT THRU BRIDGE - LOOKING NORTH

TOTAL ESTIMATED QUANTITIES - B-9-64

BID ITEM NUMBER	BID ITEMS	UNIT	BRIDGE		TOTALS
			STAGE 1	STAGE 2	
509.5100.S	POLYMER OVERLAY	SY	279	341	620

DESIGN DATA

LIVE LOAD:
DESIGN RATING = HS20
INVENTORY RATING = HS22
OPERATING RATING = HS40
WISCONSIN STANDARD PERMIT VEHICLE LOAD = 250 KIPS

NOTE:
RATINGS ARE FROM THE 2005 CONCRETE DECK REPLACEMENT BRIDGE PLANS. THE PLACEMENT OF THE POLYMER OVERLAY DOES NOT CHANGE THESE RATINGS.

ULTIMATE DESIGN STRESSES:
CONCRETE MASONRY - SLAB f'c = 4,000 psi

GENERAL NOTES

DRAWING SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE EXISTING STRUCTURE PLANS.

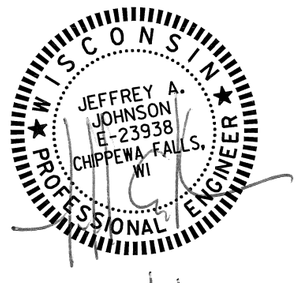
THE END OF THE DECK JOINT IS COMPRISED OF A FILLER & SEALANT. THERE IS NO STRIP SEAL OR COVER PLATED EXPANSION JOINTS.

TRAFFIC DATA

A.A.D.T. (2011) = 12,600
A.A.D.T. (2037) = 17,600
D.H.V. = 275.5 %
D.D = 63/37 %
T. = 20.7 %
DESIGN SPEED = 70 MPH

LIST OF DRAWINGS

1 POLYMER OVERLAY



6/16/14

NO.	DATE	REVISION	BY

SEH
SHORT ELLIOTT HENDRICKSON INC.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher SDR 10/15/15
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-9-64

USH 53 SB OVER CTH F

COUNTY	~~TOWN~~/CITY/~~VILLAGE~~
CHIPPEWA	WOODMOHR

DESIGN SPEC. N/A

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
JAJ	JAJ	DLF	JAJ

POLYMER OVERLAY

SHEET 1 OF 1
151

SEH CONTACT: GREG WEYANDT, PE, 715.720.6266
WISDOT BRIDGE OFFICE CONTACT: BILL DREHER, PE, 608.266.8489

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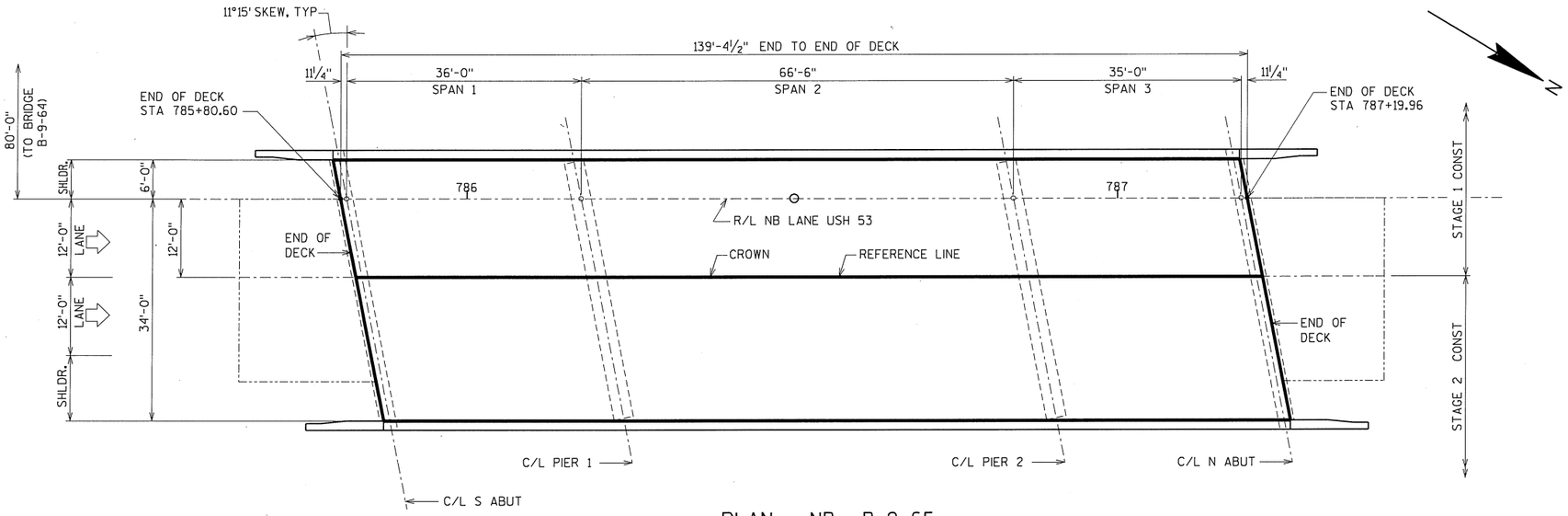
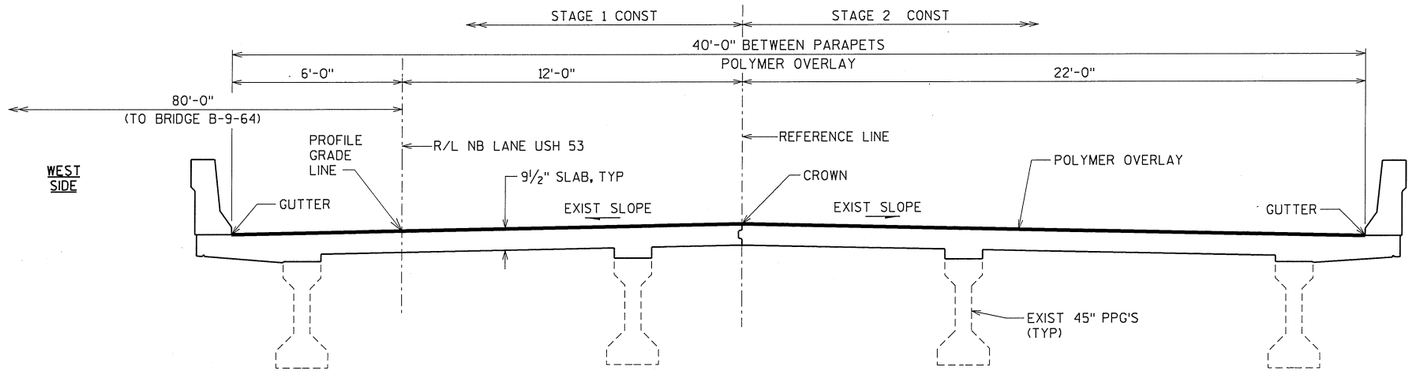


PLAN - NB B-9-65

(3-SPAN 45" PRESTRESSED CONCRETE GIRDER STRUCTURE)



CROSS SECT THRU BRIDGE - LOOKING NORTH

TOTAL ESTIMATED QUANTITIES - B-9-65

BID ITEM NUMBER	BID ITEMS	UNIT	BRIDGE		TOTALS
			STAGE 1	STAGE 2	
509.5100.S	POLYMER OVERLAY	SY	279	341	620

STATE PROJECT NUMBER

1190-05-75

DESIGN DATA

LIVE LOAD:
DESIGN RATING = HS20
INVENTORY RATING = HS22
OPERATING RATING = HS40
WISCONSIN STANDARD PERMIT VEHICLE LOAD = 250 KIPS

NOTE:
RATINGS ARE FROM THE 2005 CONCRETE DECK REPLACEMENT BRIDGE PLANS. THE PLACEMENT OF THE POLYMER OVERLAY DOES NOT CHANGE THESE RATINGS.

ULTIMATE DESIGN STRESSES:
CONCRETE MASONRY - SLAB f'c = 4,000 psi

GENERAL NOTES

DRAWING SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE EXISTING STRUCTURE PLANS.

THE END OF THE DECK JOINT IS COMPRISED OF A FILLER & SEALANT. THERE IS NO STRIP SEAL OR COVER PLATED EXPANSION JOINTS.

TRAFFIC DATA

A.A.D.T. (2011) = 11,100
A.A.D.T. (2037) = 14,500
D.H.V. = 275.5 %
D.D = 63/37 %
T. = 20.7 %
DESIGN SPEED = 70 MPH

LIST OF DRAWINGS

1 POLYMER OVERLAY

WISCONSIN
JEFFREY A. JOHNSON
E-23938
CHIPPEWA FALLS, WI
PROFESSIONAL ENGINEER
6/16/14

SEH CONTACT: GREG WEYANDT, PE, 715.720.6266
WISDOT BRIDGE OFFICE CONTACT: BILL DREHER, PE, 608.266.8489

NO.	DATE	REVISION	BY

SEH
SHORT ELLIOTT HENDRICKSON INC.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher SDR 10/16/15
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-9-65

USH 53 NB OVER CTH F

COUNTY CHIPPEWA
~~TOWN~~/CITY/~~VILLAGE~~ WOODMOHR

DESIGN SPEC. N/A

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
JAJ	JAJ	DLF	JAJ

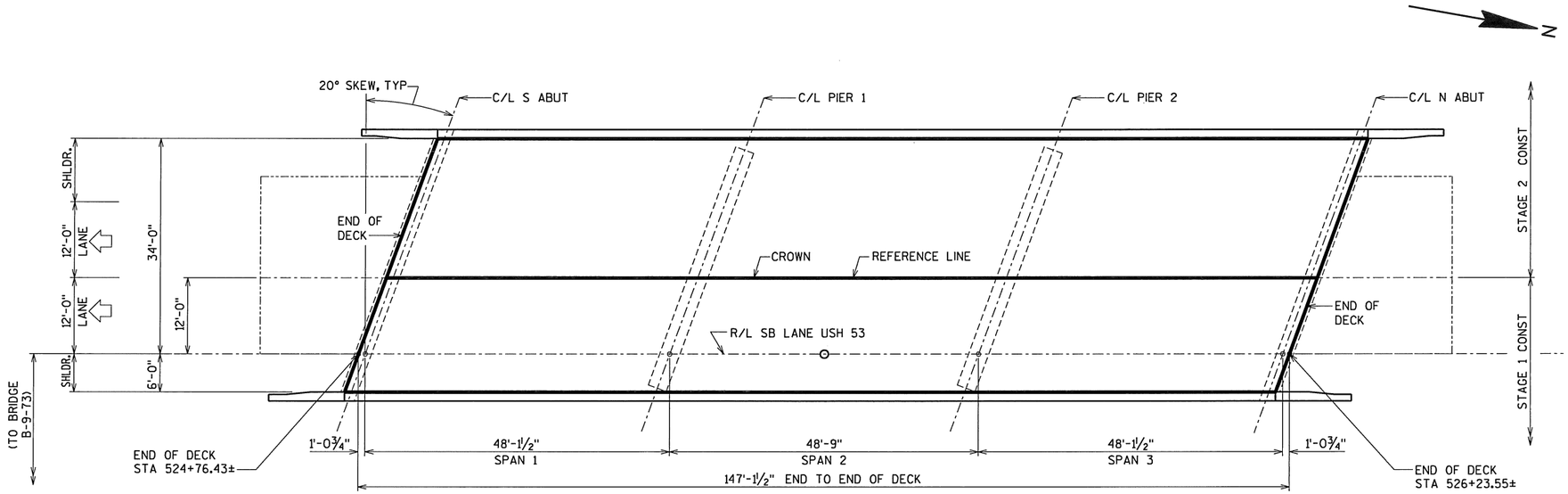
POLYMER OVERLAY

SHEET 1 OF 1
152

8

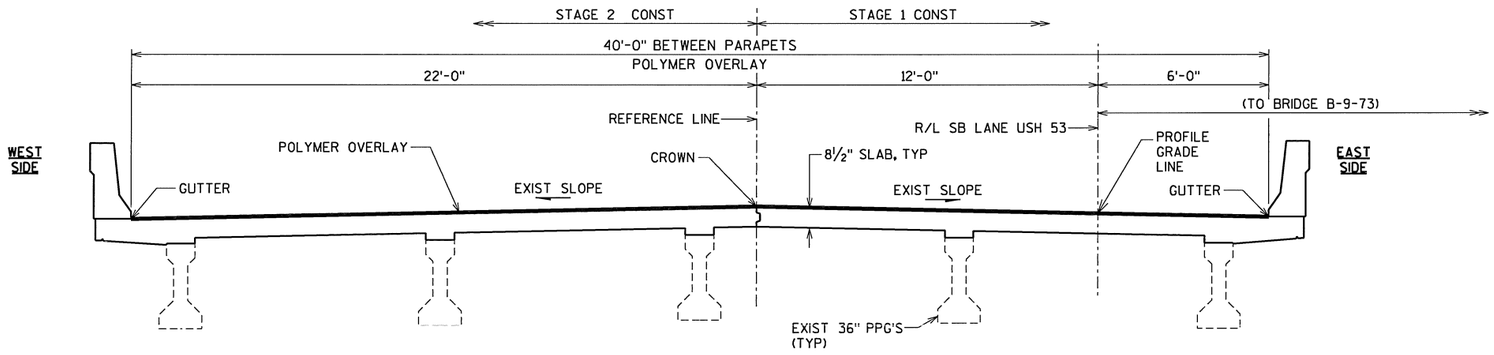
8

STATE PROJECT NUMBER
1190-05-75



PLAN - SB B-9-72

(3-SPAN 36" PRESTRESSED CONCRETE GIRDER STRUCTURE)



CROSS SECT THRU BRIDGE - LOOKING NORTH

TOTAL ESTIMATED QUANTITIES - B-9-72

BID ITEM NUMBER	BID ITEMS	UNIT	BRIDGE		TOTALS
			STAGE 1	STAGE 2	
509.5100.S	POLYMER OVERLAY	SY	294	360	654

DESIGN DATA

LIVE LOAD:
DESIGN RATING = HS20
INVENTORY RATING = HS21
OPERATING RATING = HS37
WISCONSIN STANDARD PERMIT VEHICLE LOAD = 250 KIPS

NOTE:
RATINGS ARE FROM THE 2007 CONCRETE DECK REPLACEMENT BRIDGE PLANS. THE PLACEMENT OF THE POLYMER OVERLAY DOES NOT CHANGE THESE RATINGS.

ULTIMATE DESIGN STRESSES:
CONCRETE MASONRY - SLAB f'c = 4,000 psi

GENERAL NOTES

DRAWING SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE EXISTING STRUCTURE PLANS.

THE END OF THE DECK JOINT IS COMPRISED OF A FILLER & SEALANT. THERE IS NO STRIP SEAL OR COVER PLATED EXPANSION JOINTS.

TRAFFIC DATA

A.A.D.T. (2011) = 12,900
A.A.D.T. (2037) = 17,200
D.H.V. = 275.5 %
D.D = 63/37 %
T. = 21.6 %
DESIGN SPEED = 70 MPH

LIST OF DRAWINGS

1 POLYMER OVERLAY

NO.	DATE	REVISION	BY

SEH
SHORT ELLIOTT HENDRICKSON INC.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher SDR 10/15/15
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-9-72

USH 53 SB OVER DUNCAN CREEK

COUNTY	TOWN ~~CITY/VILLAGE~~
CHIPPEWA	TILDEN

DESIGN SPEC. N/A

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
JAJ	JAJ	DLF	JAJ

POLYMER OVERLAY

SHEET 1 OF 1
153

SEH CONTACT: GREG WEYANDT, PE, 715.720.6266
WISDOT BRIDGE OFFICE CONTACT: BILL DREHER, PE, 608.266.8489

8

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PLOT TIME: 4:00:09 PM
PLOT DATE: 6/16/2014
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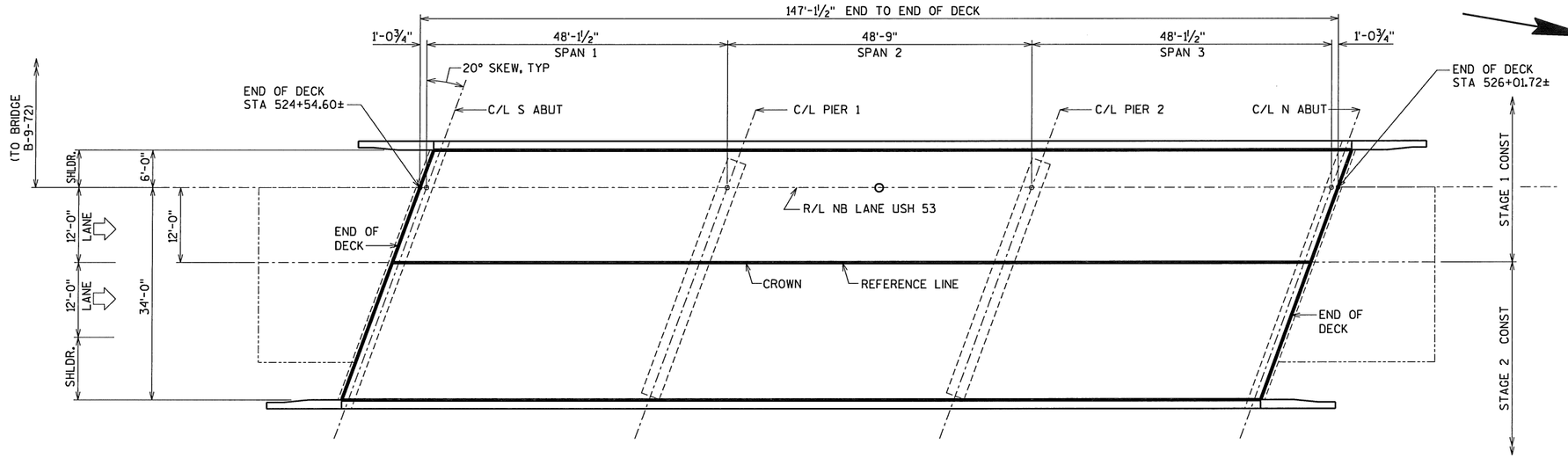
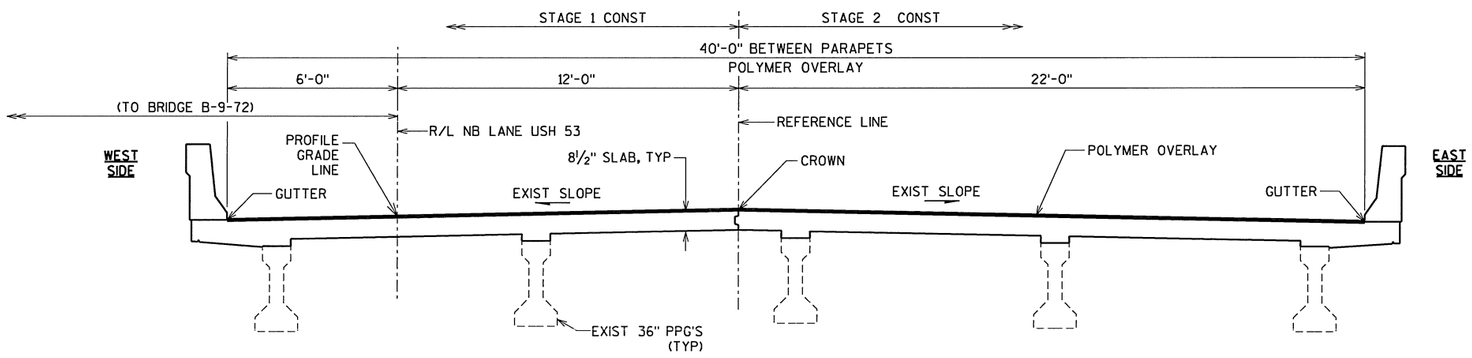


PLAN - SB B-9-73

(3-SPAN 36" PRESTRESSED CONCRETE GIRDER STRUCTURE)



CROSS SECT THRU BRIDGE - LOOKING NORTH

TOTAL ESTIMATED QUANTITIES - B-9-73

BID ITEM NUMBER	BID ITEMS	UNIT	BRIDGE		TOTALS
			STAGE 1	STAGE 2	
509.5100.S	POLYMER OVERLAY	SY	294	360	654

STATE PROJECT NUMBER

1190-05-75

DESIGN DATA

LIVE LOAD:
DESIGN RATING = HS20
INVENTORY RATING = HS21
OPERATING RATING = HS37
WISCONSIN STANDARD PERMIT VEHICLE LOAD = 250 KIPS

NOTE:
RATINGS ARE FROM THE 2007 CONCRETE DECK REPLACEMENT BRIDGE PLANS. THE PLACEMENT OF THE POLYMER OVERLAY DOES NOT CHANGE THESE RATINGS.

ULTIMATE DESIGN STRESSES:
CONCRETE MASONRY - SLAB f'c = 4,000 psi

GENERAL NOTES

DRAWING SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE EXISTING STRUCTURE PLANS.

THE END OF THE DECK JOINT IS COMPRISED OF A FILLER & SEALANT. THERE IS NO STRIP SEAL OR COVER PLATED EXPANSION JOINTS.

TRAFFIC DATA

A.A.D.T. (2011) = 12,900
A.A.D.T. (2037) = 17,200
D.H.V. = 275.5 %
D.D = 63/37 %
T. = 21.6 %
DESIGN SPEED = 70 MPH

LIST OF DRAWINGS

1 POLYMER OVERLAY

WISCONSIN PROFESSIONAL ENGINEER
JEFFREY A. JOHNSON
E-23938
CHIPPEWA FALLS, WI
6/16/14

SEH CONTACT: GREG WEYANDT, PE, 715.720.6266
WISDOT BRIDGE OFFICE CONTACT: BILL DREHER, PE, 608.266.8489

NO.	DATE	REVISION	BY

SEH
SHORT ELLIOTT HENDRICKSON INC.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher SDR 10/15/15
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-9-73

USH 53 NB OVER DUNCAN CREEK

COUNTY	TOWN ~~/CITY/VILLAGE~~
CHIPPEWA	TILDEN

DESIGN SPEC. N/A

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
JAJ	JAJ	DLF	JAJ

POLYMER OVERLAY

SHEET 1 OF 1
154

8

8

PLOT DATE: 6/16/2014 PLOT TIME: 4:00:09 PM

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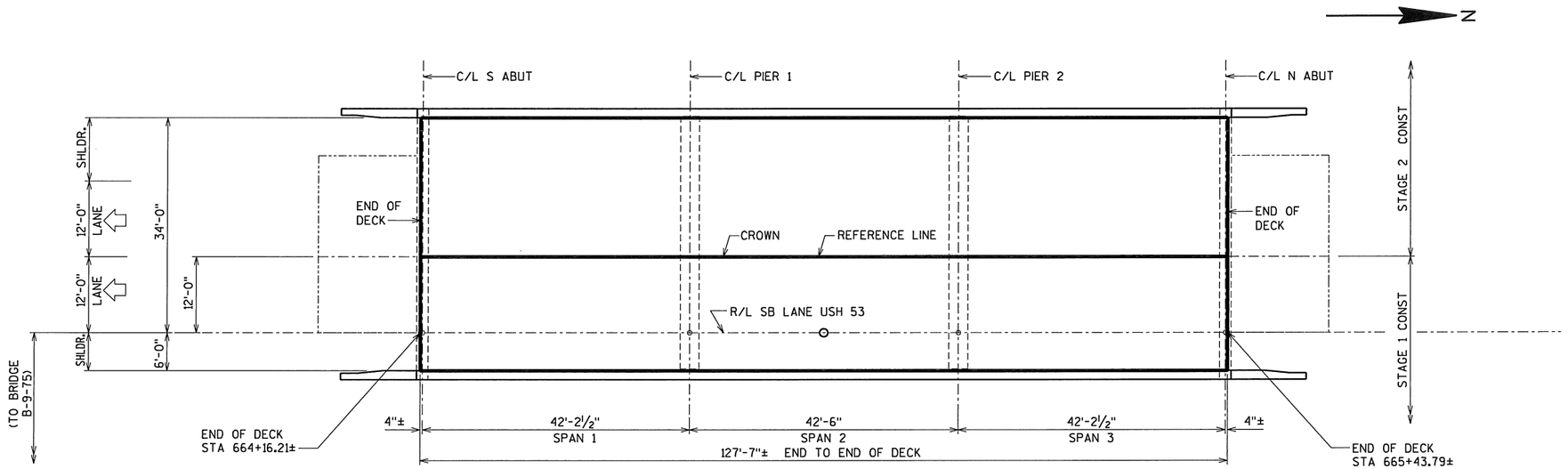
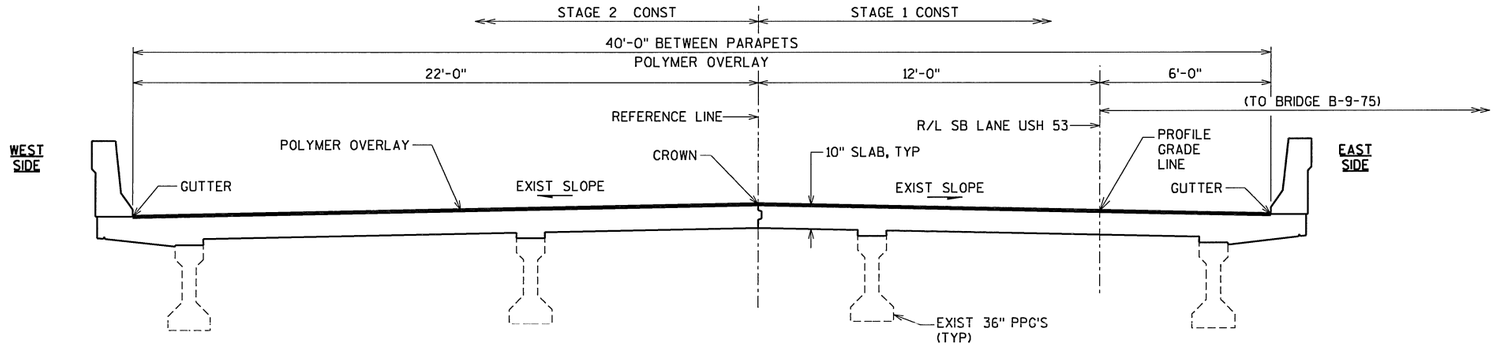


PLAN - SB B-9-74

(3-SPAN 36" PRESTRESSED CONCRETE GIRDER STRUCTURE)



CROSS SECT THRU BRIDGE - LOOKING NORTH

DESIGN DATA

LIVE LOAD:
DESIGN RATING = HS20
INVENTORY RATING = HS20
OPERATING RATING = HS36
WISCONSIN STANDARD PERMIT VEHICLE LOAD = 250 KIPS

NOTE:
RATINGS ARE FROM THE 2007 CONCRETE DECK REPLACEMENT BRIDGE PLANS. THE PLACEMENT OF THE POLYMER OVERLAY DOES NOT CHANGE THESE RATINGS.

ULTIMATE DESIGN STRESSES:
CONCRETE MASONRY - SLAB f'c = 4,000 psi

GENERAL NOTES

DRAWING SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE EXISTING STRUCTURE PLANS.

THE END OF THE DECK JOINT IS COMPRISED OF A FILLER & SEALANT. THERE IS NO STRIP SEAL OR COVER PLATED EXPANSION JOINTS.

TRAFFIC DATA

A.A.D.T. (2011) = 12,600
A.A.D.T. (2037) = 17,600
D.H.V. = 275.5 %
D.D = 63/37 %
T. = 21.6 %
DESIGN SPEED = 70 MPH

LIST OF DRAWINGS

1 POLYMER OVERLAY

TOTAL ESTIMATED QUANTITIES - B-9-74

BID ITEM NUMBER	BID ITEMS	UNIT	BRIDGE		TOTALS
			STAGE 1	STAGE 2	
509.5100.S	POLYMER OVERLAY	SY	255	312	567

JEFFREY A. JOHNSON E-23938 CHIPPEWA FALLS, WI
WISCONSIN PROFESSIONAL ENGINEER
6/16/14

SEH CONTACT: GREG WEYANDT, PE, 715.720.6266
WISDOT BRIDGE OFFICE CONTACT: BILL DREHER, PE, 608.266.8489

NO.	DATE	REVISION	BY

SEH
SHORT ELLIOTT HENDRICKSON INC.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher SDR 10/15/15
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-9-74

USH 53 SB OVER DUNCAN CREEK

COUNTY CHIPPEWA | TOWN ~~CITY/VILLAGE~~ WOODMOHR

DESIGN SPEC. N/A

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
JAJ	JAJ	DLF	JAJ

POLYMER OVERLAY

SHEET 1 OF 1
155

8

8

PLOT TIME: 4:00:10 PM
PLOT DATE: 6/16/2014
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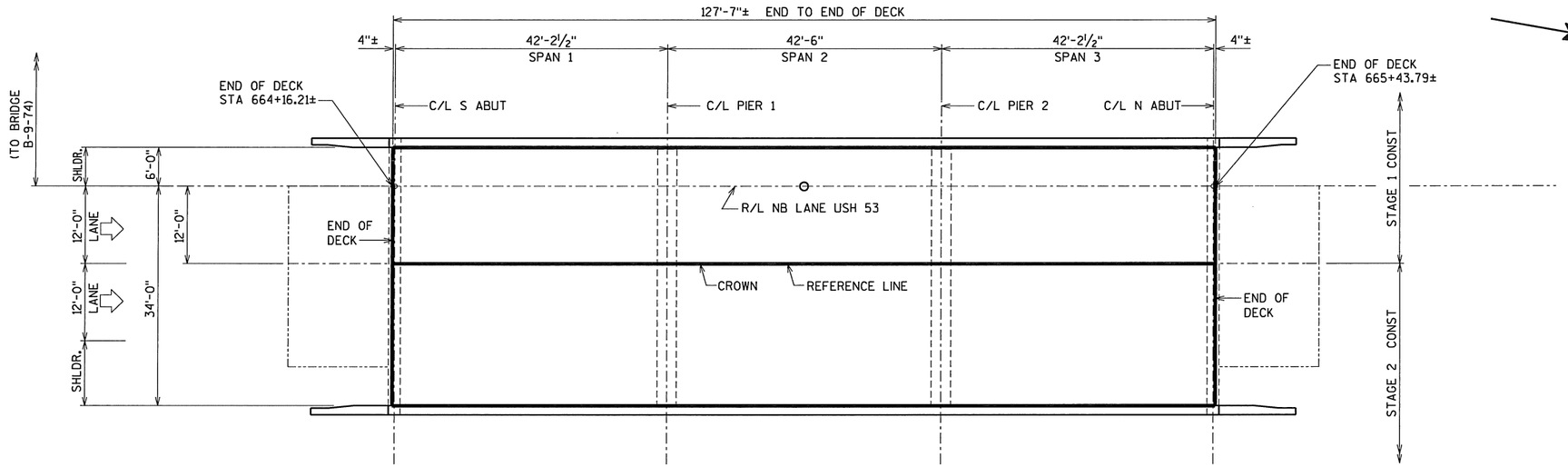
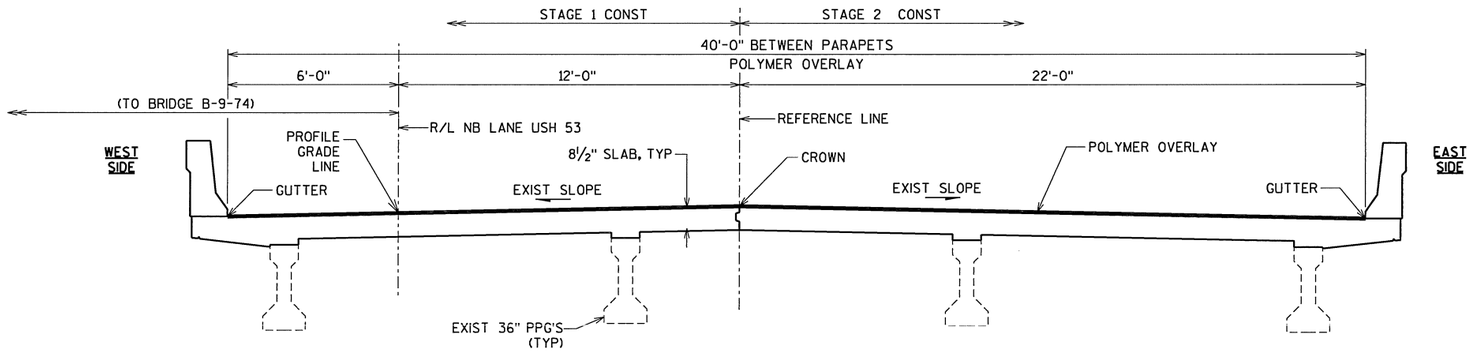


PLAN - SB B-9-75

(3-SPAN 36" PRESTRESSED CONCRETE GIRDER STRUCTURE)



CROSS SECT THRU BRIDGE - LOOKING NORTH

TOTAL ESTIMATED QUANTITIES - B-9-75

BID ITEM NUMBER	BID ITEMS	UNIT	BRIDGE		TOTALS
			STAGE 1	STAGE 2	
509.5100.S	POLYMER OVERLAY	SY	255	312	567

STATE PROJECT NUMBER

1190-05-75

DESIGN DATA

LIVE LOAD:
DESIGN RATING = HS20
INVENTORY RATING = HS20
OPERATING RATING = HS36
WISCONSIN STANDARD PERMIT VEHICLE LOAD = 250 KIPS

NOTE:
RATINGS ARE FROM THE 2007 CONCRETE DECK REPLACEMENT BRIDGE PLANS. THE PLACEMENT OF THE POLYMER OVERLAY DOES NOT CHANGE THESE RATINGS.

ULTIMATE DESIGN STRESSES:
CONCRETE MASONRY - SLAB f'c = 4,000 psi

GENERAL NOTES

DRAWING SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE EXISTING STRUCTURE PLANS.

THE END OF THE DECK JOINT IS COMPRISED OF A FILLER & SEALANT. THERE IS NO STRIP SEAL OR COVER PLATED EXPANSION JOINTS.

TRAFFIC DATA

A.A.D.T. (2011) = 12,600
A.A.D.T. (2037) = 17,600
D.H.V. = 275.5 %
D.D = 63/37 %
T. = 21.6 %
DESIGN SPEED = 70 MPH

LIST OF DRAWINGS

1 POLYMER OVERLAY

WISCONSIN PROFESSIONAL ENGINEER
JEFFREY A. JOHNSON
E-23938
CHIPPEWA FALLS, WI
6/16/14

SEH CONTACT: GREG WEYANDT, PE, 715.720.6266
WISDOT BRIDGE OFFICE CONTACT: BILL DREHER, PE, 608.266.8489

NO.	DATE	REVISION	BY

SHORT ELLIOTT HENDRICKSON INC.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher SDR 10/15/15
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-9-75

USH 53 NB OVER DUNCAN CREEK

COUNTY CHIPPEWA
TOWN ~~CITY/VILLAGE~~ WOODMOHR
DESIGN SPEC. N/A

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
JAJ	JAJ	DLF	JAJ

POLYMER OVERLAY

SHEET 1 OF 1
156

8

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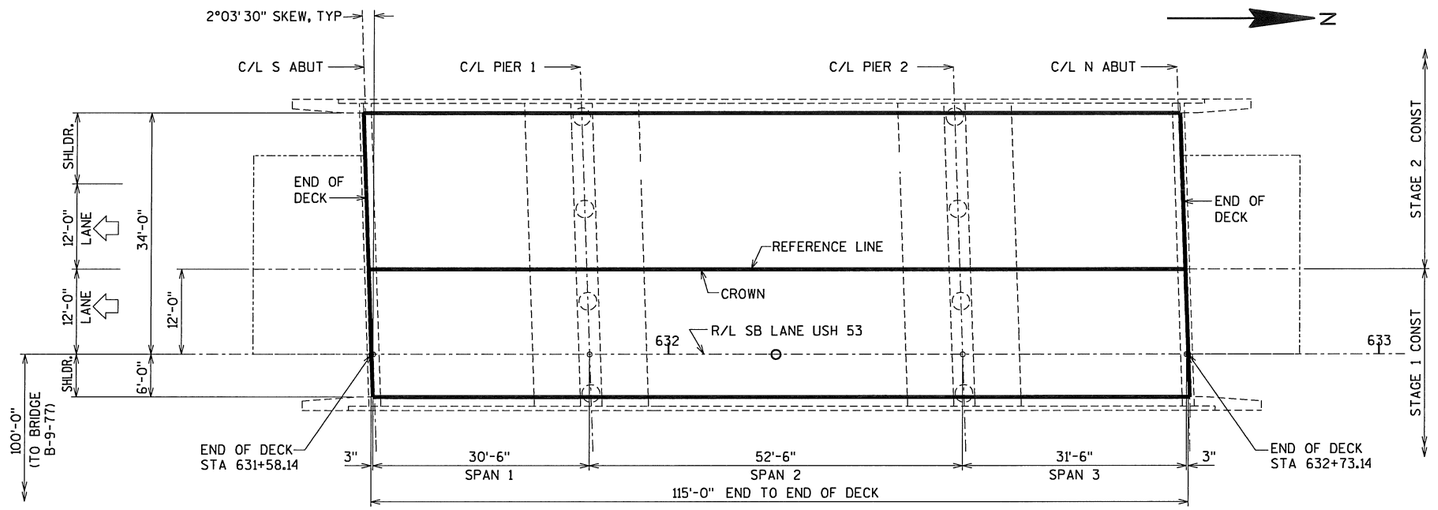
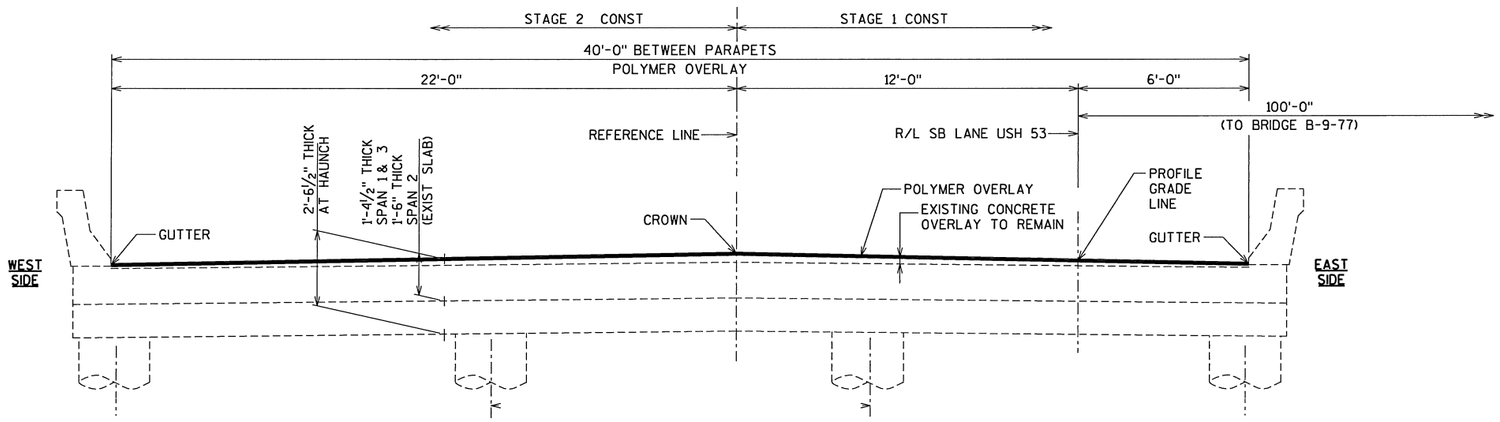


PLAN - SB B-9-76

(3-SPAN REINFORCED CONCRETE HAUNCHED SLAB STRUCTURE)



CROSS SECT THRU BRIDGE - LOOKING NORTH

TOTAL ESTIMATED QUANTITIES - B-9-76

BID ITEM NUMBER	BID ITEMS	UNIT	BRIDGE		TOTALS
			STAGE 1	STAGE 2	
509.5100.S	POLYMER OVERLAY	SY	230	281	511

STATE PROJECT NUMBER

1190-05-75

DESIGN DATA

LIVE LOAD:
DESIGN RATING = HS20
INVENTORY RATING = HS17
OPERATING RATING = HS28
WISCONSIN STANDARD PERMIT VEHICLE LOAD = 150 KIPS

NOTE:
RATINGS ARE FROM THE 2005 CONCRETE DECK OVERLAY BRIDGE PLANS. THE PLACEMENT OF THE POLYMER OVERLAY DOES NOT CHANGE THESE RATINGS.

ULTIMATE DESIGN STRESSES:
CONCRETE MASONRY - SLAB f'c = 4,000 psi

GENERAL NOTES

DRAWING SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE EXISTING STRUCTURE PLANS.

THE END OF THE DECK JOINT IS COMPRISED OF A FILLER & SEALANT. THERE IS NO STRIP SEAL OR COVER PLATED EXPANSION JOINTS.

TRAFFIC DATA

A.A.D.T. (2011) = 12,600
A.A.D.T. (2037) = 17,600
D.H.V. = 275.5 %
D.D = 63/37 %
T. = 21.6 %
DESIGN SPEED = 70 MPH

LIST OF DRAWINGS

1 POLYMER OVERLAY

JEFFREY A. JOHNSON E-23938 CHIPPEWA FALLS, WI
WISCONSIN PROFESSIONAL ENGINEER
6/16/14

NO.	DATE	REVISION	BY

SEH
SHORT ELLIOTT HENDRICKSON INC.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher SDR 10/15/15
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-9-76

USH 53 SB OVER 147 TH ST

COUNTY	TOWN/CITY/~~VILLAGE~~
CHIPPEWA	WOODMOHR

DESIGN SPEC. N/A

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
JAJ	JAJ	DLF	JAJ

POLYMER OVERLAY

SHEET 1 OF 1
157

SEH CONTACT: GREG WEYANDT, PE, 715.720.6266
WISDOT BRIDGE OFFICE CONTACT: BILL DREHER, PE, 608.266.8489

8

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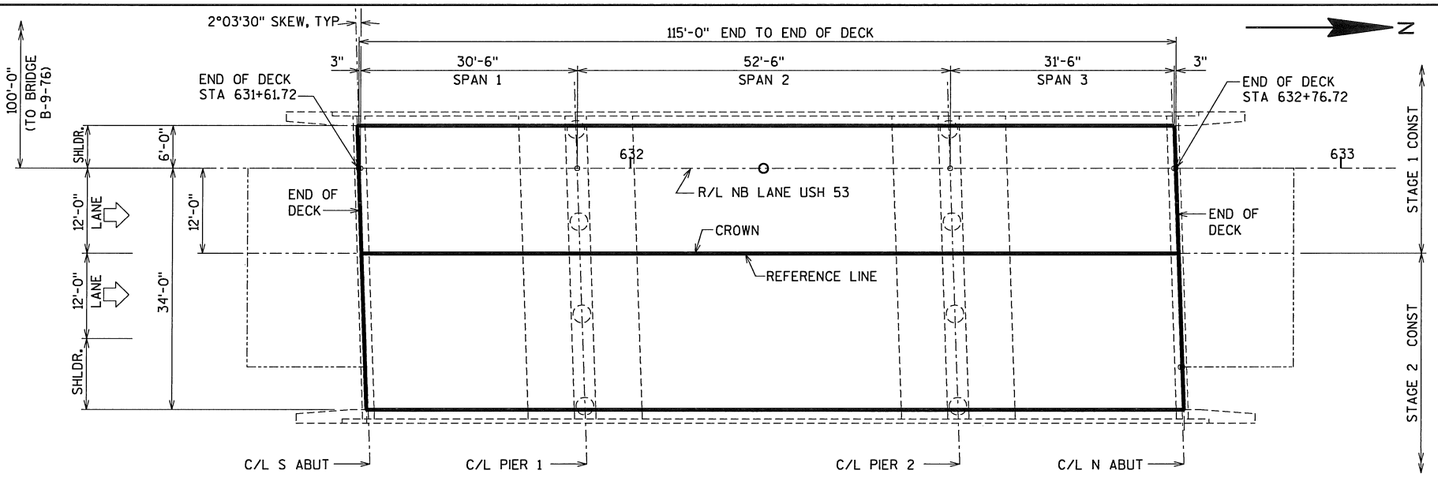
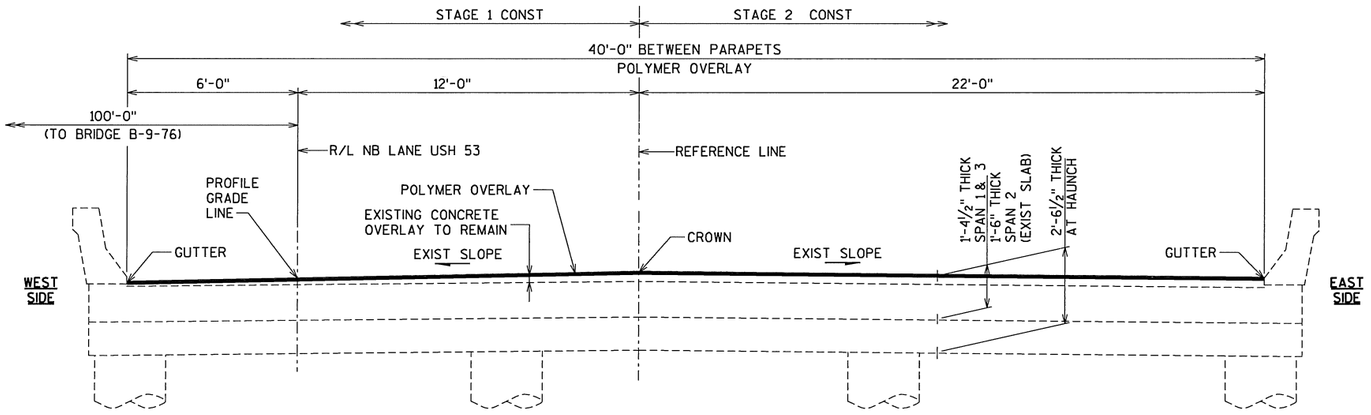


PLAN - NB B-9-77

(3-SPAN REINFORCED CONCRETE HAUNCHED SLAB STRUCTURE)



CROSS SECT THRU BRIDGE - LOOKING NORTH

TOTAL ESTIMATED QUANTITIES - B-9-77

BID ITEM NUMBER	BID ITEMS	UNIT	BRIDGE		TOTALS
			STAGE 1	STAGE 2	
509.5100.S	POLYMER OVERLAY	SY	230	281	511

STATE PROJECT NUMBER

1190-05-75

DESIGN DATA

LIVE LOAD:
DESIGN RATING = HS20
INVENTORY RATING = HS17
OPERATING RATING = HS28
WISCONSIN STANDARD PERMIT VEHICLE LOAD = 150 KIPS

NOTE:
RATINGS ARE FROM THE 2005 CONCRETE DECK OVERLAY BRIDGE PLANS. THE PLACEMENT OF THE POLYMER OVERLAY DOES NOT CHANGE THESE RATINGS.

ULTIMATE DESIGN STRESSES:
CONCRETE MASONRY - SLAB f'c = 4,000 psi

GENERAL NOTES

DRAWING SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE EXISTING STRUCTURE PLANS.

THE END OF THE DECK JOINT IS COMPRISED OF A FILLER & SEALANT. THERE IS NO STRIP SEAL OR COVER PLATED EXPANSION JOINTS.

TRAFFIC DATA

A.A.D.T. (2011) = 12,600
A.A.D.T. (2037) = 17,600
D.H.V. = 275.5 %
D.D = 63/37 %
T. = 21.6 %
DESIGN SPEED = 70 MPH

LIST OF DRAWINGS

1 POLYMER OVERLAY

WISCONSIN
JEFFREY A. JOHNSON
E-23938
CHIPPEWA FALLS, WI
PROFESSIONAL ENGINEER
6/16/14

NO.	DATE	REVISION	BY

SEH
SHORT ELLIOTT HENDRICKSON INC.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher SDR 10/15/15
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-9-77

USH 53 NB OVER 147 TH ST

COUNTY CHIPPEWA
~~TOWN/CITY/VILLAGE~~ WOODMOHR
DESIGN SPEC. N/A

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
JAJ	JAJ	DLF	JAJ

POLYMER OVERLAY

SHEET 1 OF 1
158

SEH CONTACT: GREG WEYANDT, PE, 715.720.6266
WISDOT BRIDGE OFFICE CONTACT: BILL DREHER, PE, 608.266.8489

8

8

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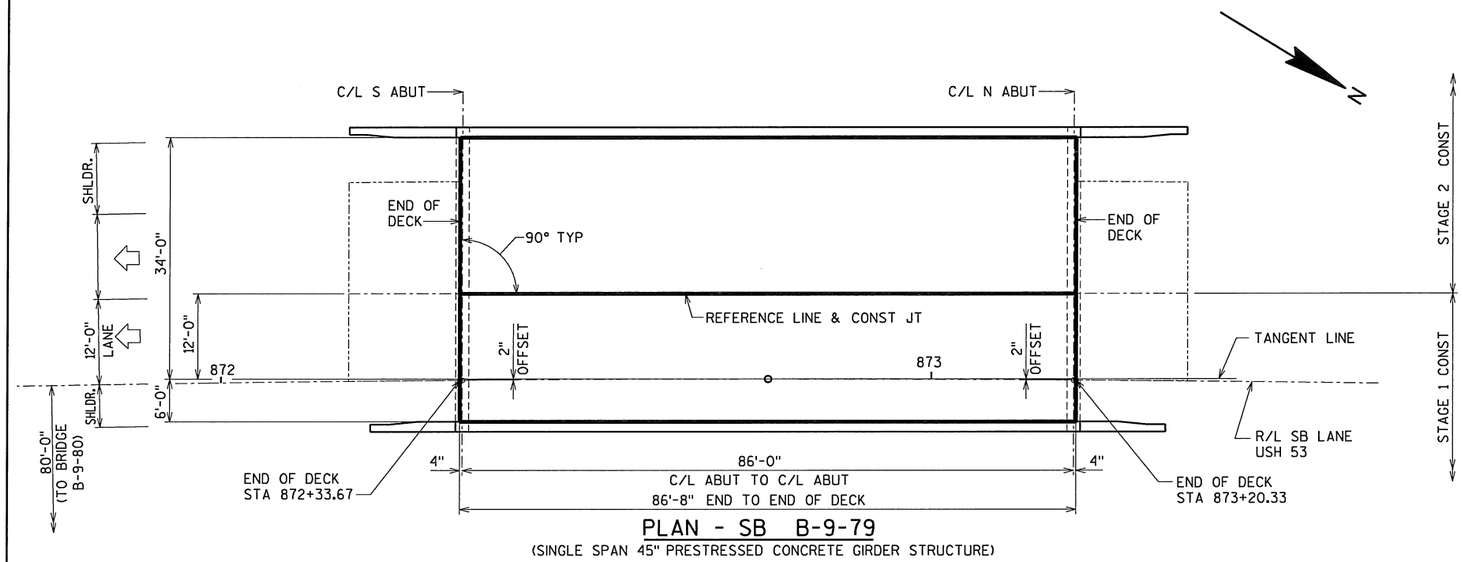
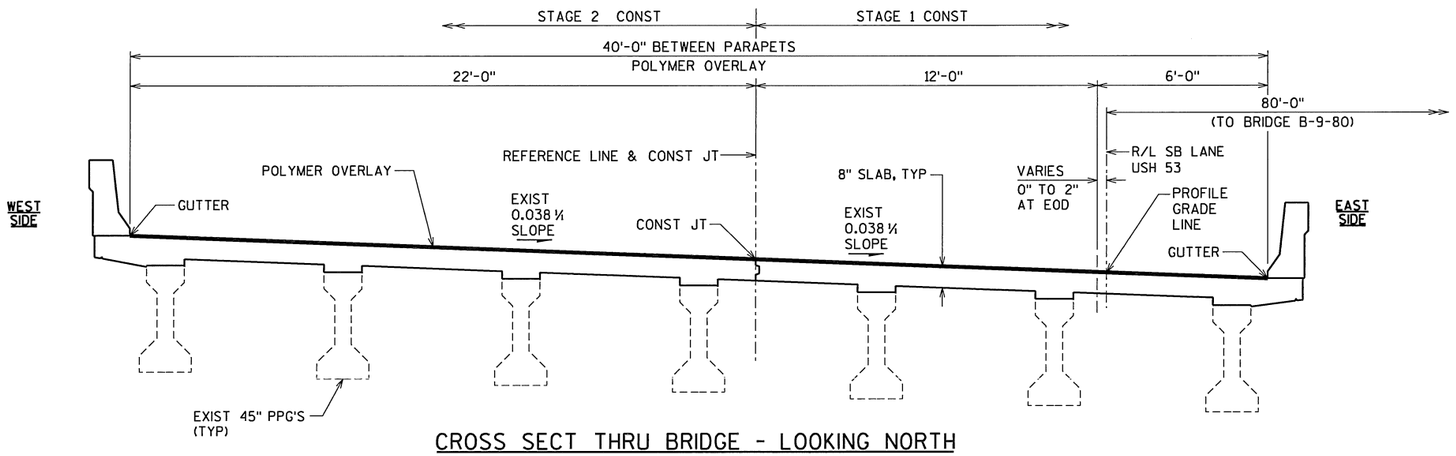


PLAN - SB B-9-79

(SINGLE SPAN 45" PRESTRESSED CONCRETE GIRDER STRUCTURE)



CROSS SECT THRU BRIDGE - LOOKING NORTH

TOTAL ESTIMATED QUANTITIES - B-9-79

BID ITEM NUMBER	BID ITEMS	UNIT	BRIDGE		TOTALS
			STAGE 1	STAGE 2	
509.5100.S	POLYMER OVERLAY	SY	173	212	385

STATE PROJECT NUMBER

1190-05-75

DESIGN DATA

LIVE LOAD:
DESIGN RATING = HS20
INVENTORY RATING = HS25
OPERATING RATING = HS46
WISCONSIN STANDARD PERMIT VEHICLE LOAD = 250 KIPS

NOTE:
RATINGS ARE FROM THE 2005 CONCRETE DECK REPLACEMENT BRIDGE PLANS. THE PLACEMENT OF THE POLYMER OVERLAY DOES NOT CHANGE THESE RATINGS.

ULTIMATE DESIGN STRESSES:
CONCRETE MASONRY - SLAB f'c = 4,000 psi

GENERAL NOTES

DRAWING SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE EXISTING STRUCTURE PLANS.

THE END OF THE DECK JOINT IS COMPRISED OF A FILLER & SEALANT. THERE IS NO STRIP SEAL OR COVER PLATED EXPANSION JOINTS.

TRAFFIC DATA

A.A.D.T. (2011) = 11,100
A.A.D.T. (2037) = 14,500
D.H.V. = 275.5 %
D.D = 63/37 %
T. = 20.7 %
DESIGN SPEED = 70 MPH

LIST OF DRAWINGS

1 POLYMER OVERLAY

WISCONSIN
JEFFREY A. JOHNSON
E-23938
CHIPPEWA FALLS, WI
PROFESSIONAL ENGINEER
6/16/14

SEH CONTACT: GREG WEYANDT, PE, 715.720.6266
WISDOT BRIDGE OFFICE CONTACT: BILL DREHER, PE, 608.266.8489

NO.	DATE	REVISION	BY

SEH
SHORT ELLIOTT HENDRICKSON INC.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher SDR 10/15/15
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-9-79

USH 53 SB OVER COMO CREEK

COUNTY	TOWN/CITY/VILLAGE
CHIPPEWA	WOODMOHR

DESIGN SPEC. N/A

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
JAJ	JAJ	DLF	JAJ

POLYMER OVERLAY

SHEET 1 OF 1
159

8

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PLOT TIME: 4:00:12 PM
PLOT DATE: 6/16/2014
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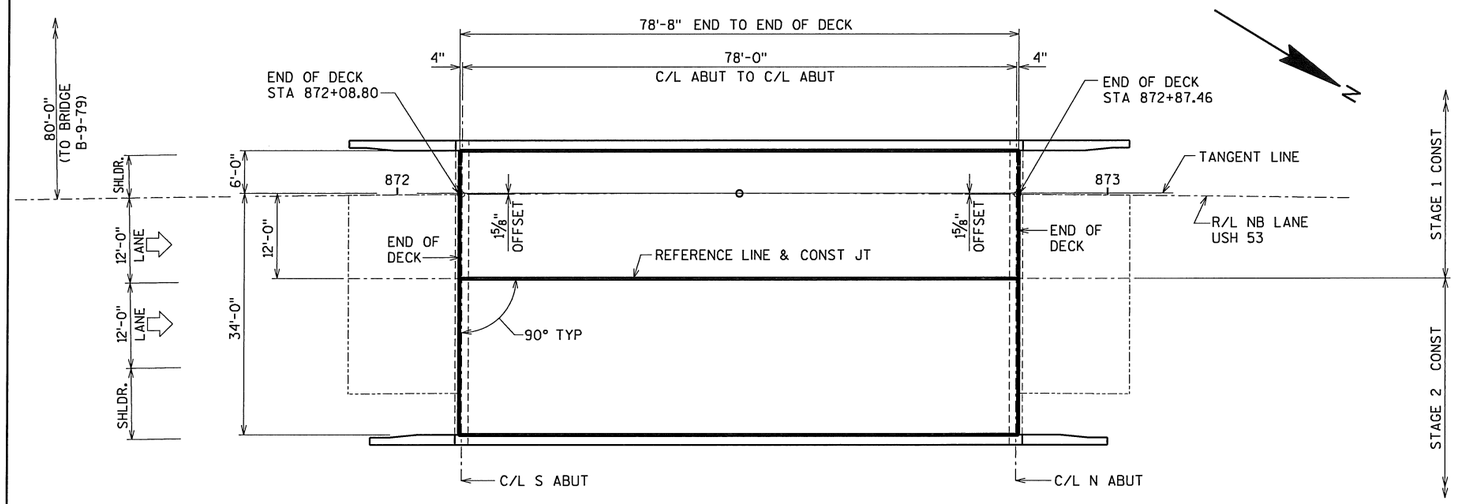
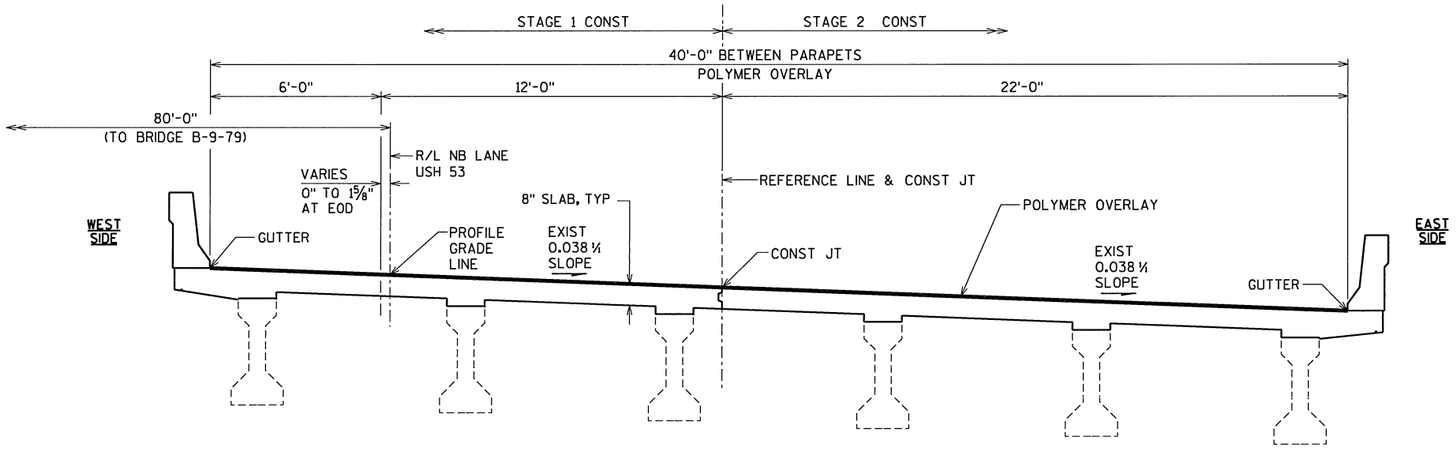


PLAN - NB B-9-80

(SINGLE SPAN 45" PRESTRESSED CONCRETE GIRDER STRUCTURE)



CROSS SECT THRU BRIDGE - LOOKING NORTH

TOTAL ESTIMATED QUANTITIES - B-9-80

BID ITEM NUMBER	BID ITEMS	UNIT	BRIDGE		TOTALS
			STAGE 1	STAGE 2	
509.5100.S	POLYMER OVERLAY	SY	157	193	350

STATE PROJECT NUMBER

1190-05-75

DESIGN DATA

LIVE LOAD:
DESIGN RATING = HS20
INVENTORY RATING = HS24
OPERATING RATING = HS44
WISCONSIN STANDARD PERMIT VEHICLE LOAD = 250 KIPS

NOTE:
RATINGS ARE FROM THE 2005 CONCRETE DECK REPLACEMENT BRIDGE PLANS. THE PLACEMENT OF THE POLYMER OVERLAY DOES NOT CHANGE THESE RATINGS.

ULTIMATE DESIGN STRESSES:
CONCRETE MASONRY - SLAB f'c = 4,000 psi

GENERAL NOTES

DRAWING SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE EXISTING STRUCTURE PLANS.

THE END OF THE DECK JOINT IS COMPRISED OF A FILLER & SEALANT. THERE IS NO STRIP SEAL OR COVER PLATED EXPANSION JOINTS.

TRAFFIC DATA

A.A.D.T. (2011) = 11,100
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D.H.V. = 275.5 %
D.D = 63/37 %
T. = 20.7 %
DESIGN SPEED = 70 MPH

LIST OF DRAWINGS

1 POLYMER OVERLAY

WISCONSIN
JEFFREY A. JOHNSON
E-23938
CHIPPEWA FALLS, WI
PROFESSIONAL ENGINEER
6/16/14

SEH CONTACT: GREG WEYANDT, PE, 715.720.6266
WISDOT BRIDGE OFFICE CONTACT: BILL DREHER, PE, 608.266.8489

NO.	DATE	REVISION	BY

SEH
SHORT ELLIOTT HENDRICKSON INC.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher SDR 10/15/15
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-9-80

USH 53 NB OVER COMO CREEK

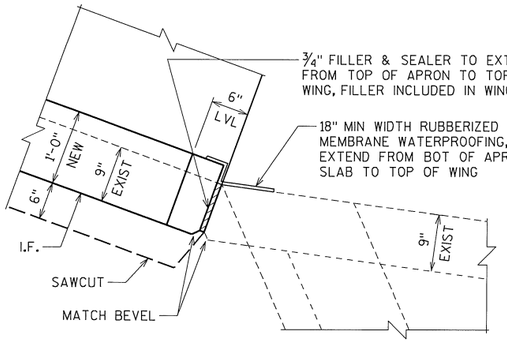
COUNTY CHIPPEWA
~~TOWN/~~CITY~~/VILLAGE~~ WOODMOHR
DESIGN SPEC. N/A

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
JAJ	JAJ	DLF	JAJ

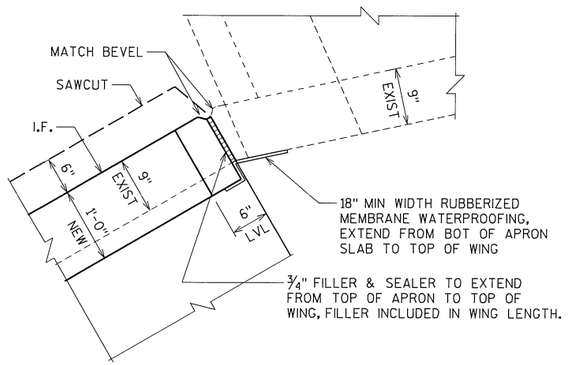
POLYMER OVERLAY

SHEET 1 OF 1
160

8



CORNER A



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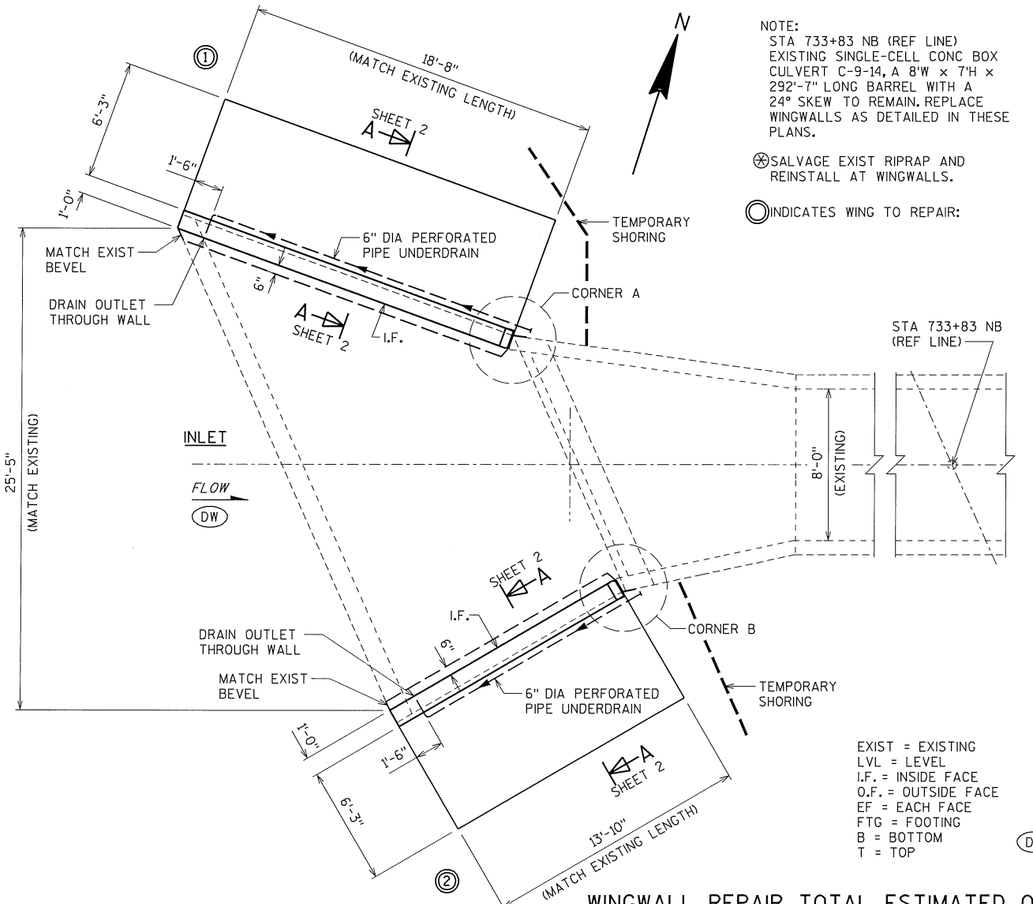


PLAN

(EXIST SINGLE-CELL CONCRETE BOX CULVERT)

NOTE:
STA 733+83 NB (REF LINE) EXISTING SINGLE-CELL CONC BOX CULVERT C-9-14, A 8'W x 7'H x 292'-7" LONG BARREL WITH A 24° SKEW TO REMAIN. REPLACE WINGWALLS AS DETAILED IN THESE PLANS.

Ⓢ SALVAGE EXIST RIPRAP AND REINSTALL AT WINGWALLS.

Ⓡ INDICATES WING TO REPAIR:

EXIST = EXISTING
LVL = LEVEL
I.F. = INSIDE FACE
O.F. = OUTSIDE FACE
EF = EACH FACE
FTG = FOOTING
B = BOTTOM
T = TOP

DESIGN DATA

LIVE LOAD:
DESIGN LOAD = HS20 (EXISTING CULVERT)
EARTH LOAD = DESIGNED FOR 9' FILL (EXISTING)
FOR WINGWALLS:
SOIL UNIT WEIGHT = 120 pcf
K_o = 0.5

ULTIMATE DESIGN STRESSES:
CONCRETE MASONRY - GRD A AIR ENTRAINED f'c = 3,500 psi
HIGH STRENGTH BAR STEEL REINFORCEMENT ASTM A615 GRADE 60 fy = 60,000 psi

GENERAL NOTES

CONCRETE AND REINFORCEMENT SHALL BE IN ACCORDANCE WITH WISDOT "STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION" SECTION 501.

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS AND INSPECTION REPORTS.

MATCH EXIST DIMENSIONS AND ELEVATIONS EXCEPT AS OTHERWISE SHOWN OR NOTED.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

Ⓢ ALL SPACES EXCAVATED AND NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH "BACKFILL STRUCTURE". SALVAGE EXISTING RIPRAP AND REINSTALL AT WINGWALLS. FOR ADDITIONAL SLOPE PROTECTION ITEMS AND QUANTITIES SEE THE ROADWAY DRAWINGS.

¾" CHAMFER ON ALL EXPOSED CONCRETE EDGES.

SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF ½" FILLER WITH NON-STAINING GRAY NON-ASPHALTIC JOINT SEALER (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE.

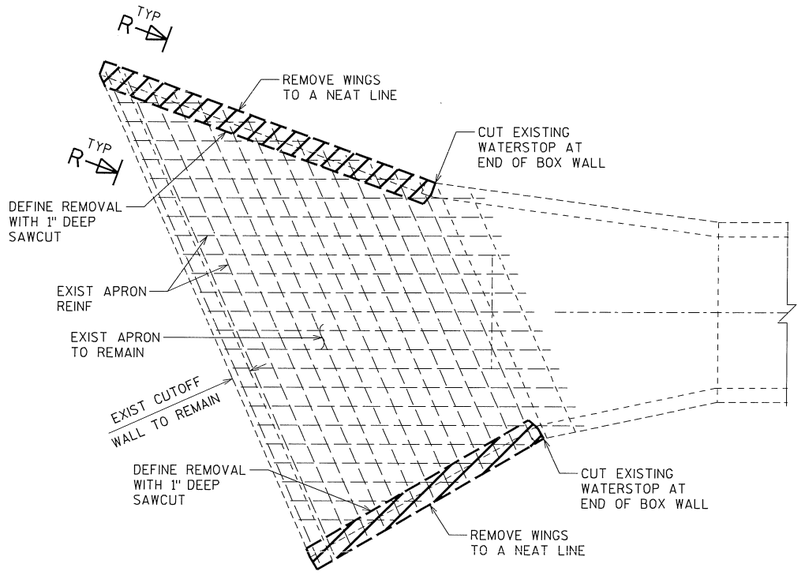
FILLER SHALL CONFORM TO THE REQUIREMENTS OF AASHTO DESIGNATION :M153 TYPE 1, 2, OR 3 OR AASHTO DESIGNATION : M213.

THE EXIST GROUND LINE SHALL BE THE UPPER LIMITS OF EXCAVATION FOR STRUCTURES.

SEE ROADWAY PLANS FOR UTILITIES. ALL UTILITIES TO REMAIN IN SERVICE. COORDINATE WITH UTILITY COMPANIES.

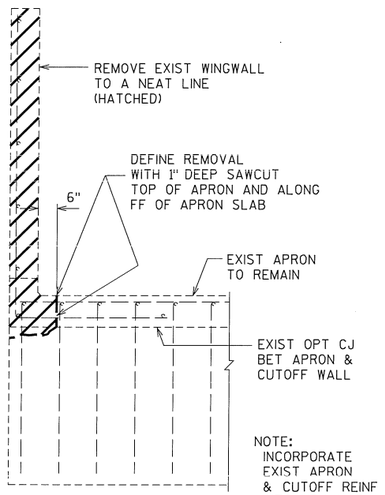
SALVAGE AND REINSTALL NAMEPLATE IF PRESENT ON WINGWALL TO BE REPAIRED. IF NEW NAMEPLATE IS REQUIRED, ORIGINAL CONSTRUCTION YEAR SHALL BE USED, SEE EXIST NAMEPLATE FOR DATE.

(DW) THE COST FOR DEWATERING IS INCLUDED IN "EXCAVATION FOR STRUCTURES CULVERTS, C-9-14".



REMOVAL PLAN

INLET



ELEVATION R-R
TYP WING REMOVAL

WINGWALL REPAIR TOTAL ESTIMATED QUANTITIES - C-9-14

BID ITEM NUMBERS	BID ITEMS	UNIT	TOTALS
203.0200	REMOVING OLD STRUCTURE (STATION) 733+83 (NB) (REF LINE)	LS	1
206.2000	EXCAVATION FOR STRUCTURES CULVERTS C-9-14	LS	1
210.0100	BACKFILL STRUCTURE	CY	45
502.5005	MASONRY ANCHORS TYPE L NO. 5 BARS	EA	33
504.0100	CONCRETE MASONRY CULVERTS	CY	16
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	1900
511.1100	TEMPORARY SHORING	SF	300
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	4
612.0206	PIPE UNDERDRAIN UNPERFORATED 6-INCH	LF	2
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	31
690.0250	SAWING CONCRETE	LF	39
	NON-BID ITEMS		
	FILLER	SIZE	¾"

TRAFFIC DATA

ADT (2011) = 12,900
ADT (2037) = 17,200
DHV = 6.5
D = 58-42
T = 11.6 %
DESIGN SPEED = 70 MPH

LIST OF DRAWINGS

1 GENERAL NOTES AND QUANTITIES
2 WINGWALL REPAIR DETAILS

WISCONSIN NATHAN C. KLOPP E-39850 ST PAUL MN PROFESSIONAL ENGINEER
8/3/2015

SEH CONTACT: GREG WEYANDT, PE, 715.720.6266
WISDOT BRIDGE OFFICE CONTACT: BILL DREHER, PE, 608.266.8489

NO.	DATE	REVISION	BY

SEH
SHORT ELLIOTT HENDRICKSON INC.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
ACCEPTED William C. Dreher SDR 10/15/15
CHIEF STRUCTURES DESIGN ENGINEER DATE

STATE PROJECT NUMBER
1190-05-75

STRUCTURE C-9-14
USH 53 OVER CIP BOX CULVERT ON TRIBUTARY TO DUNCAN CREEK (WINGWALL REPAIRS)

COUNTY	TOWN ~~CITY/VILLAGE~~
CHIPPEWA	WOODMOHR

DESIGN SPEC. REHABILITATION N/A

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
NCK	JAJ	DLF	NCK

GENERAL NOTES AND QUANTITIES

SHEET 1 OF 2
161

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PLOT DATE: 8/3/2015
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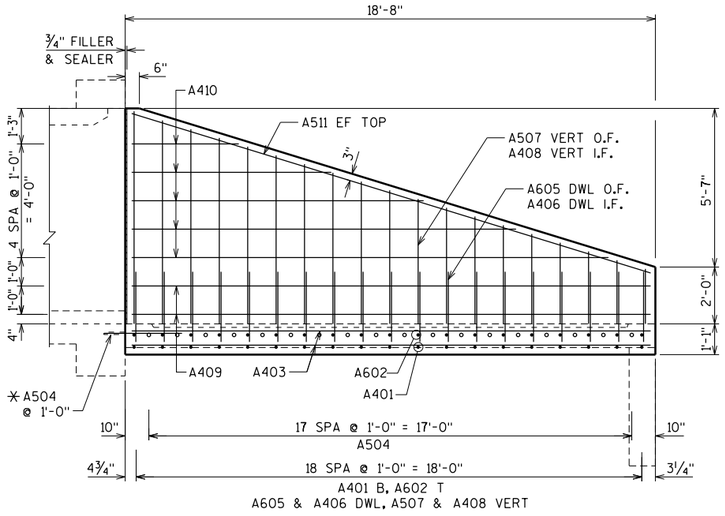
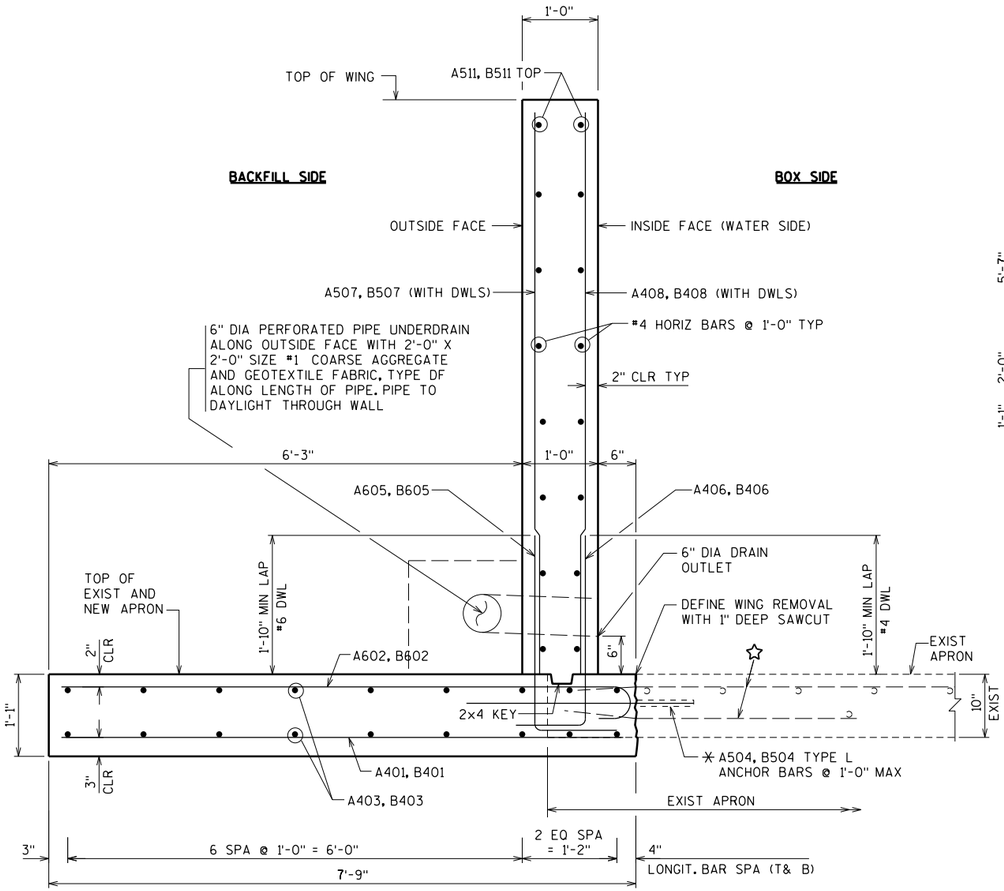
STATE PROJECT NUMBER

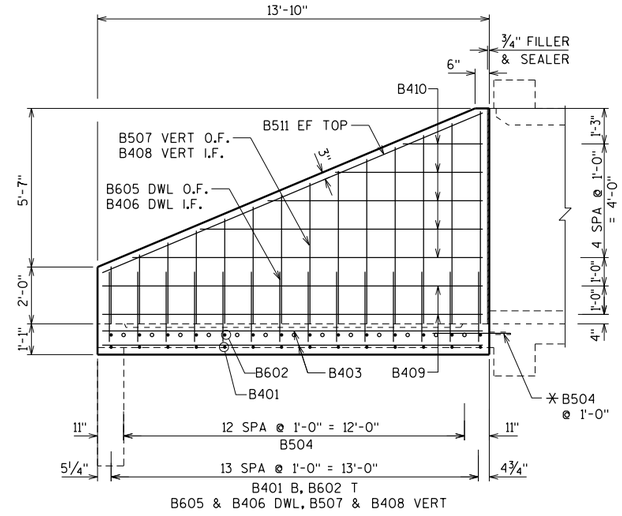
1190-05-75



WING 1



SECTION A-A



WING 2

NOTES:

☆ PRESERVE AND UTILIZE EXISTING REINFORCEMENT AND INCORPORATE A MINIMUM OF 12" INTO NEW WINGWALL FOOTING.

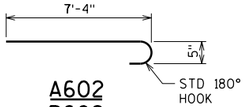
✳ CONC MASONRY ANCHORS TYPE L, DRILL AND EPOXY GROUT MIN EMBED 9", SPACED AT 1'-0" MAX AND CENTERED IN EXISTING SLAB.

EXIST = EXISTING
LVL = LEVEL
I.F. = INSIDE FACE
O.F. = OUTSIDE FACE
EF = EACH FACE
FTG = FOOTING
B = BOTTOM
T = TOP

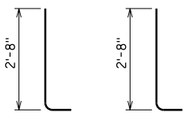
BAR SERIES TABLE

BAR MARK	BENT	NO. REQ'D.	LENGTH
WING 1			
A507		1 SERIES OF 19	2'-0" TO 7'-4"
A408		1 SERIES OF 19	2'-0" TO 7'-4"
A410		2 SERIES OF 5	3'-9" TO 16'-9"
WING 2			
B507		1 SERIES OF 14	2'-0" TO 7'-4"
B408		1 SERIES OF 14	2'-0" TO 7'-4"
B410		2 SERIES OF 5	2'-10" TO 12'-4"

BUNDLE AND TAG EACH SERIES SEPARATELY



A602
B602



A605
B605

A406
B406

BILL OF BARS — WINGWALLS

BAR MARK	COAT	NO. REQ'D.	LENGTH (FT-IN)	BAR SERIES	BENT	LOCATION
WING 1						
A401		19	7 - 4			FTG TRANS B
A602		19	7 - 11		X	FTG TRANS T
A403		18	18 - 3			FTG LONGIT T&B
⚠ A504		19	3 - 5			FTG ANCHOR
A605		19	3 - 6		X	DWL OF
A406		19	3 - 4		X	DWL IF
A507		19	4 - 8	X		VERT OF
A408		19	4 - 8	X		VERT IF
A409		4	18 - 3			HORIZ
A410		10	10 - 3	X		HORIZ
A511		2	19 - 1			TOP
WING 2						
B401		14	7 - 4			FTG TRANS B
B602		14	7 - 11		X	FTG TRANS T
B403		18	13 - 5			FTG LONGIT T&B
⚠ B504		14	3 - 5			FTG ANCHOR
B605		14	3 - 6		X	DWL OF
B406		14	3 - 4		X	DWL IF
B507		14	4 - 8	X		VERT OF
B408		14	4 - 8	X		VERT IF
B409		4	13 - 5			HORIZ
B410		10	7 - 7	X		HORIZ
B511		2	14 - 6			TOP

BILL OF BARS NOTES:

THE FIRST DIGIT OF THE BAR MARK SIGNIFIES THE ENGLISH BAR DIAMETER SIZE.

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT.

BAR SERIES LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

⚠ DRILLING AND EPOXY GROUTING INCLUDED IN BID ITEM "MASONRY ANCHORS TYPE L NO 5 BARS". BAR STEEL WEIGHTS ARE INCLUDED IN BID ITEM "BAR STEEL REINFORCEMENT HS STRUCTURES".

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE C-9-14

DRAWN BY DLF | PLANS CK'D. NCK

WINGWALL REPAIR DETAILS

SHEET 2 OF 2

162

8

8

PLOT DATE: 8/3/2015 PLOT TIME: 8:41:34 AM

FILE NAME : S:\UZ\W\Wtrnw\119996\5-final-dsgn\5i-drawings\20-Struct\C-9-14\culvert\b090l4g2.dgn

Notes

Wisconsin Department of Transportation

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